



---

OLMSTED  
CENTER  
*for* LANDSCAPE PRESERVATION



# CULTURAL LANDSCAPE REPORT FOR WILDERNESS BATTLEFIELD

FREDERICKSBURG AND SPOTSYLVANIA NATIONAL MILITARY PARK



# CULTURAL LANDSCAPE REPORT FOR WILDERNESS BATTLEFIELD

FREDERICKSBURG AND SPOTSYLVANIA  
NATIONAL MILITARY PARK

SPOTSYLVANIA AND ORANGE COUNTIES, VIRGINIA

SITE HISTORY

---

EXISTING CONDITIONS

---

ANALYSIS AND EVALUATION

By John Auwaerter and James Mealey  
Kyle Stillwell, Student Assistant  
George W. Curry, Project Director  
State University of New York  
College of Environmental Science and Forestry

Olmsted Center for Landscape Preservation  
National Park Service, Boston, Massachusetts, 2021

---

This report was developed by the Olmsted Center for Landscape Preservation in partnership with the Center for Cultural Landscape Preservation in the Department of Landscape Architecture, State University of New York College of Environmental Science and Forestry, Syracuse, New York. The Olmsted Center promotes the stewardship of significant landscapes through research, planning, and sustainable preservation maintenance. The Olmsted Center accomplishes its mission in collaboration with a network of partners including national parks, universities, government agencies, and private nonprofit organizations.

Olmsted Center for Landscape Preservation

15 State Street, 6th Floor

Boston, MA 02109

[www.nps.gov/oclp/](http://www.nps.gov/oclp/)

This report was prepared through North Atlantic Coast Cooperative Ecosystem Studies Unit Task Agreement P16AC01225, Cooperative Agreement H4503090700, between the National Park Service and the University of Rhode Island.

National Park Service, Denver Technical Information Center Report # FRSP326177357

Library of Congress Cataloging-in-Publication Data

Names: Auwaerter, John E. (John Eric), 1964- author. | Mealey, James, author. | Olmsted Center for Landscape Preservation (U.S.), issuing body. | College of Environmental Science and Forestry. Center for Cultural Landscape Preservation, issuing body.

Title: Cultural landscape report for Wilderness Battlefield : Fredericksburg and Spotsylvania National Military Park, Spotsylvania and Orange Counties, Virginia / by John Auwaerter and James Mealey.

Description: Boston, Massachusetts : Olmsted Center for Landscape Preservation, National Park Service, 2021. | "This report was developed by the Olmsted Center for Landscape Preservation in partnership with the Center for Cultural Landscape Preservation in the Department of Landscape Architecture at the State University of New York College of Environmental Science and Forestry, Syracuse, New York"--Title page verso. | Includes bibliographical references.

Identifiers: LCCN 2021045993 | ISBN 9781733306973 (paperback)

Subjects: LCSH: Wilderness, Battle of the, Va., 1864. | Cultural landscapes--Virginia--Fredericksburg and Spotsylvania National Military Park. | Landscape assessment--Virginia--Fredericksburg and Spotsylvania National Military Park. | Historic sites--Conservation and restoration--Virginia--Fredericksburg and Spotsylvania National Military Park. | Wilderness Battlefield (Va.) | Spotsylvania County (Va.)--History. | Orange County (Va.)--History.

Classification: LCC E476.52 A78 2021 | DDC 973.7/36--dc23/eng/20211029 | SUDOC I 29.86/4:W 64

LC record available at <https://lccn.loc.gov/2021045993>

Publication Credits: Information in this publication may be copied and used with the condition that full credit be given to authors and publisher, except where copyright protection is noted in the caption. Appropriate citations and bibliographic credits should be made for each use.

Cover Image: Engraving of a sketch by Alfred R. Waud, "Wadsworth's Division in the Wilderness, May 6, 1864." Library of Congress, copy in FRSP archives, FRSP 2064.

---

# CONTENTS

<b>LIST OF ILLUSTRATIONS</b>	<b>v</b>
<b>FOREWORD</b>	<b>xiii</b>
<b>ACKNOWLEDGMENTS</b>	<b>xv</b>
<b>INTRODUCTION</b>	<b>1</b>
Landscape Overview	2
Project Scope and Methods	6
Summary of Findings	8
<b>SITE HISTORY</b>	<b>13</b>
Landscape Origins, to 1800	15
Antebellum Period, 1800–1861	32
Civil War Period, 1861–1865	61
Post-War Period, 1865–1927	109
Early Park Period, 1927–1945	157
Late Park Period, 1945–2019	231
<b>EXISTING CONDITIONS</b>	<b>291</b>
Park Management and Use	293
Wilderness Battlefield Landscape	302
<b>ANALYSIS AND EVALUATION</b>	<b>349</b>
National Register Evaluation	352
Cultural Landscape Evaluation	358
Landscape Features Inventory (Tables 3.1–3.4)	381
<b>SELECTED REFERENCES</b>	<b>455</b>



# ILLUSTRATIONS

## FIGURES

### INTRODUCTION

0.1. Field sketch of fighting by Barlow's Division	1
0.2. Regional map showing location of Wilderness Battlefield	3
0.3. Map of Wilderness Battlefield	3
0.4. Wilderness Battlefield, showing a typical wooded scene	4
0.5. Saunders Field looking southwest across Route 20, 2018	4
0.6. The restored Ellwood house (Lacy house), 2018	5
0.7. Subdivision houses in the core of the battlefield, 2018	5
0.8. The designed park landscape along Hill-Ewell Drive, 2017	6

### SITE HISTORY

1.1. Physiographic regions of eastern Virginia	15
1.2. Map of streams and watersheds around Wilderness battlefield	16
1.3. Example of a present-day mature oak-hickory forest in Virginia	17
1.4. Map of the general location of the Manahoac Confederacy	17
1.5. Detail of a 1624 map of the landscape recorded by John Smith	18
1.6. Mid-18 <sup>th</sup> c. map showing roads, county lines, etc.	20
1.7. Revolutionary War-era map showing Wilderness Bridge	22
1.8. Map of the Wilderness, ca. 1770	23
1.9. Map of the Wilderness, ca. 1800	25
1.10. The Ellwood house built by William and Betty Jones	26
1.11. Map of the Wilderness Tavern and adjacent buildings, 1805	27
1.12. Map of Virginia, 1827 updated to 1859	32
1.13. Map of the Wilderness, ca. 1861	33
1.14. Diagram of typical plank road construction	34
1.15. A war-time sketch of a farm in the Wilderness, 1864	36
1.16. Map of gold and iron mines in the Wilderness, 1836	37
1.17. The Ellwood house looking south from the Orange Turnpike, 1866	39
1.18. Map of Wilderness Tract, 1859	41
1.19. Wilderness Tavern looking southeast, 1864	42
1.20. Saunders Field, 1861	43
1.21. The Higgerson Farm, 1861	44
1.22. A post-war photograph of the Higgerson house	44
1.23. Orange Grove from a war-time sketch	45
1.24. The area north of Germanna Road, 1861	46

1.25. A later view of Parker's Store	47
1.26. Catharine Furnace Company lands, ca. 1935	49
1.27. The Tapp Farm, 1861	49
1.28. The Tapp house, looking west, 1865	50
1.29. The Chewning Farm, 1861	51
1.30. The antebellum Chewning house	51
1.31. Detail of a Army map, November 1862	63
1.32. Map showing battle action at Chancellorsville, 1863	64
1.33. The Jackson Flank Attack on May 2, 1863	65
1.34. Map of the Mine Run Campaign, 1863	66
1.35. Union troops and wagon trains crossing the Rapid River	68
1.36. Field sketch of a chaotic skirmish in the Wilderness	70
1.37. Wadsworth's division amassed in the Wilderness	70
1.38. Sketch by Frederick Law Olmsted of a section of earthworks	70
1.39. Union troops removing wounded from the burning woods	71
1.40. Sketch of 5 <sup>th</sup> Corps encampment near Wilderness Tavern	72
1.41. Sketch of the Union rear and headquarters at Ellwood	73
1.42. Grant whittling in the Wilderness near his headquarters	73
1.43. Map showing general areas of fighting on May 5, 1864	74
1.44. Field sketch of Ellwood during the Battle of the Wilderness	74
1.45. The Orange Plank Road showing scene of fighting	75
1.46. Sketch showing Hancock's 2 <sup>nd</sup> Corps on Brock Road	76
1.47. Map of general areas of fighting on May 6, 1864	77
1.48. Sedgwick's 6 <sup>th</sup> Corps fighting in the woods	78
1.49. A late-19th century image of the Lee to the Rear incident	78
1.50. Field sketch of Confederate advance on Union works along Brock Road	79
1.51. Sketch of General Grant on horseback	81
1.52. Temporary Union graves, photographed 1866	82
1.53. The ruins of Wilderness Tavern, photographed ca. 1866	83
1.54. Woods along the Orange Plank Road showing typical damage	84
1.55. Woods along the Orange Plank Road showing log breastwork	84
1.56. Core of the Ellwood plantation following the Battle of the Wilderness	85
1.57. Ellwood plantation showing battlefield, 1867	86
1.58. Saunders Field and area to the north, 1867	88
1.59. Saunders Field looking southwest, ca. 1866	89
1.60. Saunders Field showing burned and shattered woods, ca. 1866	89
1.61. The Higgerson Farm, 1867	90
1.62. Confederate earthworks (trenches), ca. 1866	91
1.63. Woodville and Greenwood mine tracts, 1867	92
1.64. Parker's Store, 1867	93
1.65. Confederate works south of Orange Plank Road, ca. 1866	94
1.66. The southern extent of Wilderness Battlefield, 1867	95
1.67. The Chewning Farm, 1867	97
1.68. Burned and shelled woods with new evergreen growth, ca. 1870	109
1.69. Skeletons of three soldiers killed in the Battle of the Wilderness	110
1.70. Confederate map of the Orange Turnpike, ca. 1865	112
1.71. Wilderness National Cemetery No. 1 in Saunders Field, ca. 1865-66	112
1.72. Wilderness National Cemetery No. 2, ca. 1865-66	113
1.73. Wilderness National Cemetery No. 2, ca. 1865-1866	114

1.74. Stereograph of site of General Wadsworth's mortal wounding, ca. 1866	117
1.75. Veterans of the 57 <sup>th</sup> and 59 <sup>th</sup> Massachusetts Infantry	118
1.76. Core of Ellwood, ca. 1910	118
1.77. The US Marines exercises and encampment, September 30, 1921	119
1.78. A government topographic map of the Wilderness, 1887	121
1.79. Confederate markers near the Tapp Farm, ca. 1940	122
1.80. Dedication of the Hays Monument, 1905	123
1.81. Map of the Tapp Farm showing location of the "Monument Lot"	125
1.82. The shady, mown Monument Lot at the Tapp Farm, ca. 1938	126
1.83. Map of proposed boundaries of Wilderness battlefield park, ca. 1899	127
1.84. 1901 map of Virginia	129
1.85. Orange Turnpike looking west across Ellwood, ca. 1897	129
1.86. A 1927 highway map showing state Route 37 (present Route 3)	130
1.87. Aerial photograph of the Wilderness, 1921	131
1.88. Survey of Ellwood at 1,523.7 acres, December 1907	132
1.89. Aerial view of Ellwood during the Marines exercises, 1921	133
1.90. Aerial view across the Tanner Farm, 1921	134
1.91. Presumed Wilderness (Simms), 1884	135
1.92. Aerial view across the Payne-Link Farm, 1921	136
1.93. Payne farmstead along Germanna Plank Road, 1921	136
1.94. Remnants of antebellum Wilderness Tavern complex 1921	137
1.95. Saunders Field showing natural succession, ca. 1888	138
1.96. Higgerson house, ca. 1935	138
1.97. Parker School, ca. 1940	141
1.98. The third Tapp house, ca. 1935	143
1.99. Chewning house, ca. 1900	144
1.100. Hall house, ca. 1977	145
1.101. Orange Plank Road (State Route 621), ca. 1935	157
1.102. Postcard of Bloody Lane at Antietam National Battlefield	158
1.103. Map of FRSP, 1931	160
1.104. Park commission map of initial proposed battlefield park	162
1.105. Park commission map of the Wilderness	163
1.106. Detail of the park commission's plan	165
1.107. Annotated park commission map of the Wilderness	166
1.108. New park road along the Confederate line, 1934	167
1.109. Earthen causeway that carried Wilderness park road, 1934	168
1.110. North end of the Wilderness park road (Hill-Ewell Drive), 1934	169
1.112. CCC enrollees digging up trees, January 1937	170
1.111. Front sign and flagpole at the Wilderness CCC camp, ca. 1935	170
1.113. Rustic-style National Park Service building, 1937	172
1.114. Part of the master plan for Wilderness Battlefield, 1942	174
1.115. Oblique aerial of the Wilderness CCC camp, ca. 1938	175
1.116. Entrance to the Wilderness CCC camp, ca. 1934	176
1.117. 1937 Utility Building at the CCC Camp, ca. 1937	176
1.118. Hill-Ewell Drive, 1937	177
1.119. Longstreet Drive, 1936	178
1.120. Examples of a standard masonry culvert headwall and tree ring, 2017	178
1.121. Box culvert and stone retaining walls, ca. 1937	179
1.122. The bridge across the South Branch -- Wilderness Run, 1937	179

1.123. The triangular intersection of Hill-Ewell Drive and Route 20, 1937	180
1.124. Rustic log guiderail along Hill-Ewell Drive, 1938	180
1.125. CCC enrollees building the bed of a trail, ca. 1935	181
1.126. Railroad-tie steps on the Warren-Wadsworth Foot Trail, ca. 1937	182
1.127. Features on Warren-Wadsworth Foot Trail, ca. 1936	182
1.128. In progress foot bridge on the Warren-Wadsworth Foot Trail, 1936	183
1.129. Foot bridge on the Warren-Wadsworth Foot Trail, ca. 1936	183
1.130. In progress trailhead parking along Route 20, ca. 1936	184
1.131. Plan of the Route 20 trailhead, ca. 1940	184
1.132. Recently completed visitor contact station, 1935	185
1.133. Visitors examining the new park map and orientation disc, 1936	186
1.134. Plan of the visitor contact station, ca. 1940	186
1.135. Parking lot at the visitor contact station, 1938	187
1.136. Map, pavilion, and orientation disc, 1938	187
1.137. Northeast corner of Higgerson Farm, 1935	188
1.138. CCC working on new picnic area parking lot, 1936	188
1.139. Recently elevated picnic area, 1938	189
1.140. Site of the planned picnic area, ca. 1936	189
1.141. Plan of proposed segregated picnic area off Hill-Ewell Drive, ca. 1940	190
1.142. NPS planting plan for Hill-Ewell and Longstreet drives, 1935	191
1.143. CCC enrollees planting trees along Hill-Ewell Drive, 1935	192
1.144. Thick border of trees and shrubs to screen the Hall farmstead, 1937	192
1.145. Park land adjacent to Brock Road and Orange Plank Road, ca. 1935	193
1.146. Worm fences under construction along the park boundary, 1934	193
1.147. CCC enrollees clearing the trenches along Early's line, 1935	194
1.148. Trenches and gun pits at Wilderness battlefield, 1940	194
1.149. Rebuilt gun pit and breastwork on Early's line, 1936	195
1.150. The Wadsworth Memorial, 1939	196
1.151. The 12 <sup>th</sup> New Jersey Volunteers marker, ca. 1950	197
1.152. Temporary wooden identification and narrative tablets, 1935	198
1.153. War Department-style identification tablet, ca. 1940	198
1.154. Standard Colonial Revival-style entrance and narrative signs, 1935	199
1.155. Rustic entrance and narrative sign, ca. 1950	199
1.156. Rustic directional sign near Route 20, 1937	200
1.157. Topographic map of the Wilderness, 1943	202
1.158. Ellwood Manor Farm's Angus cattle, ca. 1940	203
1.159. Aerial photograph of the Ellwood clearing, 1937	204
1.160. The Ellwood house following renovations, ca. 1940	204
1.161. Deserted Wilderness Store, 1935	206
1.162. Aerial photograph of Saunders Field, 1937	207
1.163. Ruins of the Higgerson house, ca. 1936	208
1.164. Detail of the park commission's plan for the Wilderness park, 1930	210
1.165. Phenie Tapp being interviewed by park historian Ralph Happel, 1937	210
1.166. Tapp Farm, ca. 1940	211
1.167. Irvin Chewning plowing a field at the Chewning house, ca. 1930	212
1.168. Chewning farmstead, 1935	212
1.169. Irvin "Mack" Chewning at the Chewning house, ca. 1940	213
1.170. Aerial photograph of the Chewning and Hall farms, 1937	214
1.171. Hall Farm, 1933	214

1.172. Orange Plank Road, 1954	231
1.174. Map of Wilderness and Chancellorsville battlefield parks, 1951	232
1.173. Stamp issued in 1964 to commemorate the Battle of the Wilderness	232
1.175. Wilderness Battlefield, 1955	234
1.176. MISSION 66-era General Development Plan, 1963	235
1.177. Topographic map of the Wilderness, 1966	236
1.178. Diagram of the Tapp Farm	238
1.179. The 1935 visitor contact station, ca. 1950	239
1.180. Site of new Wilderness exhibit shelter, 1963	240
1.181. 1963 Wilderness exhibit shelter, ca. 2000	240
1.182. Working site plan for the Wilderness exhibit shelter, 1963	241
1.183. Asphalt paving underway on Hill-Ewell Drive, 1965	242
1.184. N marker installed beneath two ca. 1938 narrative signs, ca. 1950	243
1.185. War Department-style identification tablet, ca. 1980	243
1.186. MISSION 66-era narrative sign, 1987	244
1.187. MISSION 66-era tour-stop sign, ca. 1964	244
1.188. MISSION 66-era rustic sign, ca. 1965	245
1.189. Brock Road-Plank Road intersection, ca. 1970	246
1.190. Texas Monument installed in 1964, ca. 1965	247
1.191. Topographic map of the Wilderness, 1969 and 1973	248
1.192. Topographic map showing westbound lanes of Route 3, 1993	249
1.193. Map showing proposed park property acquisitions, 1969	250
1.194. Map showing park land within the authorized boundary, 1984	251
1.195. Lots within Lake Wilderness included in boundary revision, 1989	252
1.196. Aerial photograph of the southern part of Wilderness Battlefield, 2015	253
1.197. Map showing site of the proposed Wal-Mart Supercenter, ca. 2010	254
1.198. Park development at the ruin of the Wilderness Tavern, 2010	256
1.199. Longstreet Drive, 1989	257
1.200. Entrance walls to the gated Fawn Lake subdivision, 1989	257
1.201. Longstreet Drive, ca. 2010	257
1.202. Map of park trails in the Wilderness, ca. 2010	258
1.203. Recently restored open space of Saunders Field, 1987	260
1.204. 140 <sup>th</sup> New York marker, 2017	262
1.205. Vermont Brigade monument, 2006	262
1.206. Aerial photograph of Ellwood Manor Farm, ca. 1970	264
1.208. Gas station and convenience store along Route 3, 2018	267
1.209. Lyons (formerly Tanner) farmstead, ca. 1980	267
1.210. Wilderness Tavern dependency, 1975	268
1.211. Abandoned Link farmstead, 2018	269
1.212. Aerial photograph of farms along Hill-Ewell Drive, 1962	271
1.213. Topographic map showing Lake Wilderness and Forest Walk, 1994	274
1.214. Hall-Carver tenant house, 1962	276

#### **EXISTING CONDITIONS**

2.1. Map of Fredericksburg and Spotsylvania National Military Park	294
2.2. Wilderness Battlefield exhibit shelter, 2019	295
2.3. Map of the Wilderness Battlefield self-guided driving tour	295
2.4. Ellwood house	296

2.5. Map of Wilderness Battlefield	297
2.6. EPA level III ecoregions within the Commonwealth of Virginia	298
2.8. Vegetation associations at Wilderness Battlefield	300
2.9. Higgerson Farm field, 2020	301
2.10. Wilderness Tavern site, 2017	303
2.11. Historic War Department-style tablet at Tapp Farm, 2020	303
2.12. Artificial lakes in Lake Wilderness	306
2.13. Modern agricultural buildings of the private Lyons Farm, 2017	307
2.14. Commerical development at the Route 20-Route 3 intersection, 2017	307
2.15. Historic War Department-style iron identification tablet, 2017	308
2.16. Historic “Happel sign” along Orange Plank Road, 2017	308
2.17. Non-historic NPS-standard brown-and-white sheet-metal sign, 2020	309
2.18. Non-historic sign for the Chewning Farm tour stop, 2017	309
2.19. Interpretive wayside panel at Tapp Field, 2017	310
2.20. Non-historic anodized metal interpretive sign, 2017	310
2.21. Tour stop number four at Higgerson Farm, 2020	311
2.22. Northern section of Ewell’s Works, 2020	312
2.23. Route 20 near the northeast corner of Wilderness Battlefield, 2017	313
2.24. Clearing at Grant’s Headquarters, 2017	314
2.25. The Ellwood house, 2020	315
2.26. Stonewall Jackson Arm Monument, 2020	315
2.27. Open fields surrounding Ellwood, 2020	316
2.29. Wilderness Run, 2020	317
2.30. Section of Wilderness Crossing Trail, 2020	317
2.31. Ruins of the Wilderness Tavern dependency, 2020	318
2.32. The Wilderness Battlefield exhibit shelter, 2020	318
2.33. The Wilderness Battlefield exhibit shelter parking lot, 2020	319
2.35. 140 <sup>th</sup> New York Infantry Monument, 2017	320
2.36. CCC Utility Building, 2017	320
2.37. View across Saunders Field, 2020	321
2.38. 2013 aerial photograph showing traces of CCC camp NP-24	321
2.39. Ewell’s Works, 2020	322
2.40. Rubber-mulch path leading to Ewell’s Works, 2020	322
2.41. Bronze directional compass and the UDC marker, 2020	323
2.42. Hill-Ewell Drive, 2020	323
2.43. Hill-Ewell Drive’s north entrance off Constitution Highway, 2017	324
2.44. Confederate earthworks visible from Hill-Ewell drive, 2020	324
2.45. Historic stone culvert headwall at the edge of Hill-Ewell Drive, 2017	324
2.46. Historic stone-lined drainage ditch along Hill-Ewell Drive, 2017	325
2.48. Historic stone arch bridge carrying Hill-Ewell Drive, 2017	326
2.49. Historic concrete box culvert and stone retaining wall, 2017	326
2.50. Private homes at the edge of the Lake Wilderness subdivision, 2020	327
2.51. Hill-Ewell Drive, 2020	327
2.52. Picnic tables at picnic area on eastern side of Hill-Ewell Drive, 2020	328
2.53. Parking for picnic area on eastern side of Hill-Ewell Drive, 2020	328
2.54. Picnic area entrance and trailhead for Federal Line Trail, 2020	328
2.55. Higgerson Farm lane, 2020	329
2.56. Higgerson Farm House ruins, 2020	329
2.57. Chewning Farm lane, 2020	331

2.58. Chewning House site, 2020	331
2.59. Tapp Farm from the Tapp Field Trail, 2020	331
2.60. The northern section of the Tapp Field Trail, 2020	332
2.61. The line of Poague's Battery at Tapp Farm, 2020	332
2.62. The Monument Lot, 2020	333
2.63. Reproduction artillery near southern end of Tapp Farm, 2020	334
2.64. Non-historic Fawn Lake entrance gate, 2017	334
2.65. The former Longstreet Drive, 2017	334
2.66. Historic stone-faced culvert headwall, 2017	335
2.67. Section of the Federal Line Trail, 2017	336
2.68. Wooden footbridge carrying the Federal Line Trail, 2017	336
2.69. Nance Monument, 2006	338
2.70. Wadsworth Memorial, 2017	338
2.71. Longstreet's Wounding parking area, 2017.	339
2.72. Vermont Brigade Monument parking area, 2017	340
2.73. Vermont Brigade Monument, 2017	340
2.74. 12th New Jersey Regiment Monument, 2017	341
2.75. 12th New Jersey Monument rededication marker, 2017	341
2.76. Brock Road-Orange Plank Road intersection, 2020	341
2.77. MISSION 66-era directional compass, 2017	342
2.78. Hays Monument, 2017	342
2.79. Germanna Plank Road trace, 2020	343
2.80. Jackson Trail West	343

### **ANALYSIS AND EVALUATION**

3.1. Changing character of natural systems and features	361
3.2. Changing character of landscape spaces	363
3.3. Continuity of commemorative land use	365
3.4. Consistency of historic circulation features	368
3.5. Changes to topography features since 1864	370
3.6. Maintenance of historic vegetation management practices	371
3.7. Retention of building and structure character	374
3.8. Continuity of historic views and vistas	376
3.9. Retention of historic small-scale features	378
3.10. Evolution of archeological features	380

### **DRAWINGS**

#### **SITE HISTORY**

1.1. Antebellum Period: 1800–1861	59
1.2. Civil War Period: 1861–1865	107
1.3. Post-War Period: 1865–1927	155
1.4. Early Park Period: 1927–1945	227
1.5. Early Park Period - Detail: 1927–1945	229
1.6. Late Park Period: 1945–2019	287
1.7. Late Park Period - Detail: 1945–2019	289

**EXISTING CONDITIONS**

2.1. Existing Conditions	347
2.2. Existing Conditions - Detail	349

**ANALYSIS AND EVALUATION**

3.1. Site Overview	447
3.2. Route 20 and Hill-Ewell Drive (North)	449
3.3. Hill-Ewell Drive (South) and Orange Plank Road	451
3.4. Brock Road - Orange Plank Road Intersection	453

**TABLES**

**ANALYSIS AND EVALUATION: LANDSCAPE FEATURE INVENTORY**

3.1. Sitewide Features	383
3.2. Orange Tpke. - Constitution Hwy. (Rte. 20) and Hill-Ewell Drive (North)	387
3.3. Hill-Ewell Drive (South) and Orange Plank Road	416
3.4. Brock Road - Orange Plank Road Intersection	441

## FOREWORD

The May 1864 Battle of the Wilderness commenced Grant's Overland Campaign, a series of battles and smaller clashes that moved its way from Virginia's Rapidan River to the James River. As the armies fought their way through Central Virginia that spring, the soldiers developed more intricate and elaborate entrenchments and battlefield defenses. When they reached Petersburg, Virginia, at the end of the campaign in early June, the armies settled into siege lines around the city, beginning a prolonged series of battles that consumed ten months of the war. When Petersburg fell the first week of April 1865, the war in Virginia ended within a week. What Lee and Grant concluded at Appomattox Court House began at the Wilderness.

A visit to Wilderness Battlefield can sometimes lead to confusion, as the landscape has changed dramatically in the 157 years since the armies of Grant and Lee fought over what was predominantly a wooded landscape. Although the US Government moved to preserve areas of the Wilderness as early as 1927 with the creation of the local national park, a nationwide study of Civil War battlefields, sanctioned by the US Congress in the mid-1990s, estimated that only 17% of Wilderness Battlefield was preserved. Thirty years later that percentage has not changed by very much. A visitor to the battlefield encounters an area flanked by large twentieth century residential subdivisions to the north and south, as well as occupying a sizable portion of the center of the area fought over in 1864. The earthworks that the armies built for defense in the dark woods of 1864, today sometimes snake between the backyards of these neighborhoods. The two roads that carried the opposing armies into the Wilderness, and upon which the battle concentrated, the Orange Plank Road and Orange Turnpike, still serve as important transportation arteries and carry high volumes of local and commuter traffic. While the battlefield continues to feel the stresses of local development along its boundaries, there is much to see, learn and experience on the lands managed by the National Park Service.

A large step in understanding this changed landscape, both for park management and public interpretation, is this remarkable document – The Cultural Landscape Report for Wilderness Battlefield. John Auwaerter, of the State University of New York College of Environmental Science and Forestry, and James Mealey, of the Olmsted Center for Landscape Preservation, should be commended for what they have produced. The Cultural Landscape Report for Wilderness Battlefield

is a wealth of information that will continue to inform readers for years and years to come. John, James and their team, including landscape architecture graduate student Kyle Stilwell, have wonderfully articulated and documented the multiple layers of history that cover the Wilderness lands. Dominant among these layers is the Civil War and the 1864 battle, but also visible and significant to the park are those resources associated with its commemorative and early development periods, as well as the pre-battle history and topography. The authors have gone a long way toward providing a fuller understanding of the Wilderness Battlefield landscape and its nationally significant resources, which will ensure better protection and a more meaningful experience for park visitors. For that, the park and our visiting public are grateful.



Kirsten Talken-Spaulding  
Park Superintendent  
Fredericksburg and Spotsylvania National Military Park

## ACKNOWLEDGMENTS

The authors acknowledge the many people who contributed to completion of the *Cultural Landscape Report for Wilderness Battlefield*. The report is the product of a collaborative effort among park staff, the Olmsted Center for Landscape Preservation, and the Center for Cultural Landscape Preservation at the State University of New York (SUNY) College of Environmental Science and Forestry.

From Fredericksburg and Spotsylvania National Military Park, the authors extend special thanks to Eric Mink, Historian and Cultural Resource Specialist, for serving as project lead and assisting with research, coordinating input from park staff, organizing site visits and meetings, reviewing drafts, and helping with finalizing the report. Many thanks also to Noel Harrison, Historian, for his assistance with research and review of drafts, and Gregg Kneipp, Natural Resource Manager, for assistance with mapping and answering many questions about the park's complex land ownership. Thanks also to other park staff involved in research, administration, and review of drafts, including Kirsten Talken-Spaulding, Superintendent; John Hennessy, Chief Historian; Brian Dennis, Chief of Maintenance; Frank O'Reilly, Park Ranger; and Beth Parnicza, Park Ranger.

Thanks to staff at the Central Rappahannock Heritage Center in Fredericksburg for assistance with research on Wilderness-area property records and surveys, and thanks to Katherine Diggs at Preservation Virginia for researching documentation on the organization's ownership of the Monument Lot at the Tapp Farm.

From the Olmsted Center for Landscape Preservation, the authors thank Bob Page, Director, and Eliot Foulds, Senior Project Manager, for providing coordination between the university and the park, assisting with research and final printing, and lending support and guidance throughout the project. At SUNY College of Environmental Science and Forestry, special thanks to landscape architecture student Kyle Stillwell for developing the existing conditions maps and landscape feature inventory and assisting with field work.

The authors would like to acknowledge that the report owes much to prior historical research on Wilderness Battlefield and the larger national military park, especially Noel Harrison's research on battlefield properties ("Gazetteer," 1986); Joan Zenzen's research on park records in the National Archives for the park's administrative history ("At the Crossroads of Preservation and Development," 2011); Donald Pfanz's research on park monuments ("History Through Eyes of

Stone,” 2006); and last, the park historians’ research in their blog, “Mysteries and Conundrums.”

John Auwaerter

George W. Curry

SUNY College of Environmental Science and Forestry

James Mealey

NPS Olmsted Center for Landscape Preservation

## INTRODUCTION

The Wilderness, a sparsely-settled region of the Virginia Piedmont once home to the Manahoac people and later developed by Europeans for extraction and agriculture, was witness to three significant Civil War battles. Roughly halfway between Richmond and Washington, DC, the region became a setting of violent conflict as US and Confederate forces clashed within its landscape of modest plantations, family farms, and second-growth woods. In May 1863, the Battle of Chancellorsville raged in its eastern reaches and six months later the Battle of Mine Run was fought near its western edge. The following year, Lieutenant General Ulysses S. Grant led the Army of the Potomac through the heart of the Wilderness, marking the beginning of the Overland Campaign that led to Confederate surrender eleven months later. For more than two days, from May 5–7, 1864, Union forces clashed with General Lee’s Army of Northern Virginia in the difficult, dense, and confusing terrain of the Wilderness (fig. 0.1). The fighting was a tactical stalemate, but a strategic victory allowed the Union army to continue advancing south. Just one day later they engaged Confederate forces at Spotsylvania Court House, twelve miles away.

After the war, the rural community rebuilt and interest slowly rose in commemorating the 1864 battle, which many Southerners believed would have

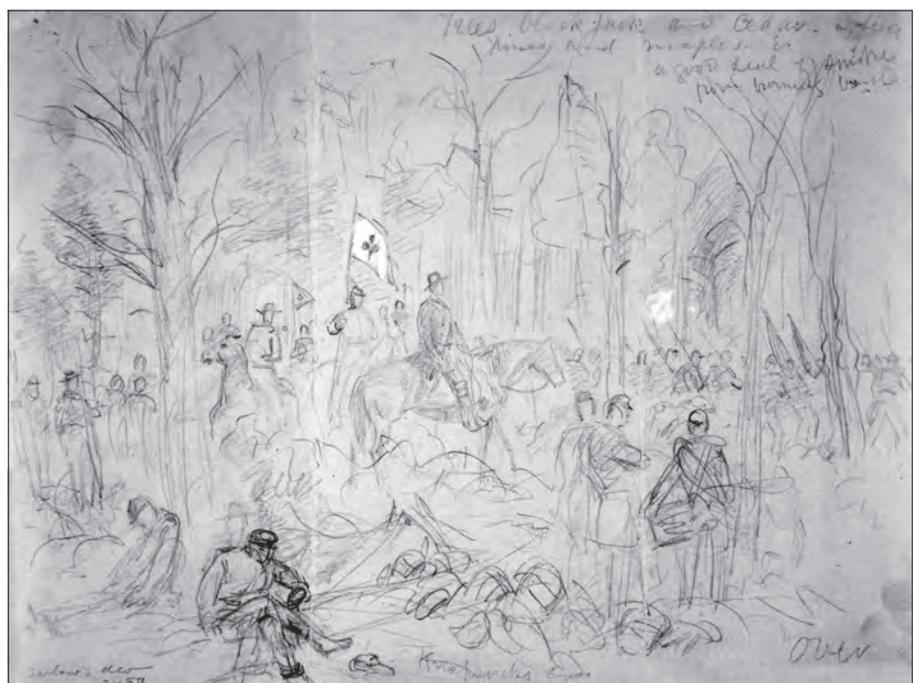


Figure 0.1. Field sketch of fighting by Barlow’s Division of Hancock’s Union 2<sup>nd</sup> Corps in the dense woods of the Wilderness, May 5 or 6, 1864. The caption at upper right reads: “Trees black jack and Cedar - a few pines and maples - etc. a good deal of smoke from burning brush.” (Alfred R. Waud, “Barlow’s division in the Wilderness, May 1864,” Library of Congress, LC-USZC4-5982)

been their victory if not for the Union's overwhelming size advantage. In 1927, six decades after the end of the Civil War, this interest culminated in establishment of Fredericksburg and Spotsylvania County Battlefields Memorial National Military Park, which included the Wilderness as one of its four battlefield units. The park, which preserved narrow tracts along the key defensive lines, was developed under administration of the National Park Service in the 1930s. During the second half of the twentieth century, the park acquired more of the battlefield to preserve and interpret the significant events of 1864. This shift in preservation strategy came in response to the encroachment of suburban housing developments which began to alter the once remote and sparsely settled character of the Wilderness. Today, the park is more commonly referred to as Fredericksburg and Spotsylvania National Military Park.

Within this context, the National Park Service and its partners are working to preserve the historic battlefield landscape and enhance its historic character and contemporary use to provide visitors with a more compelling understanding of one of the Civil War's most ignominious battles. To date, these efforts have been hampered by lack of comprehensive documentation on the battlefield landscape and the overlay of historic park development. This Cultural Landscape Report (CLR) addresses this need by providing a comprehensive history of the landscape, documentation of its existing conditions, and an evaluation of its significant features.

## **LANDSCAPE OVERVIEW**

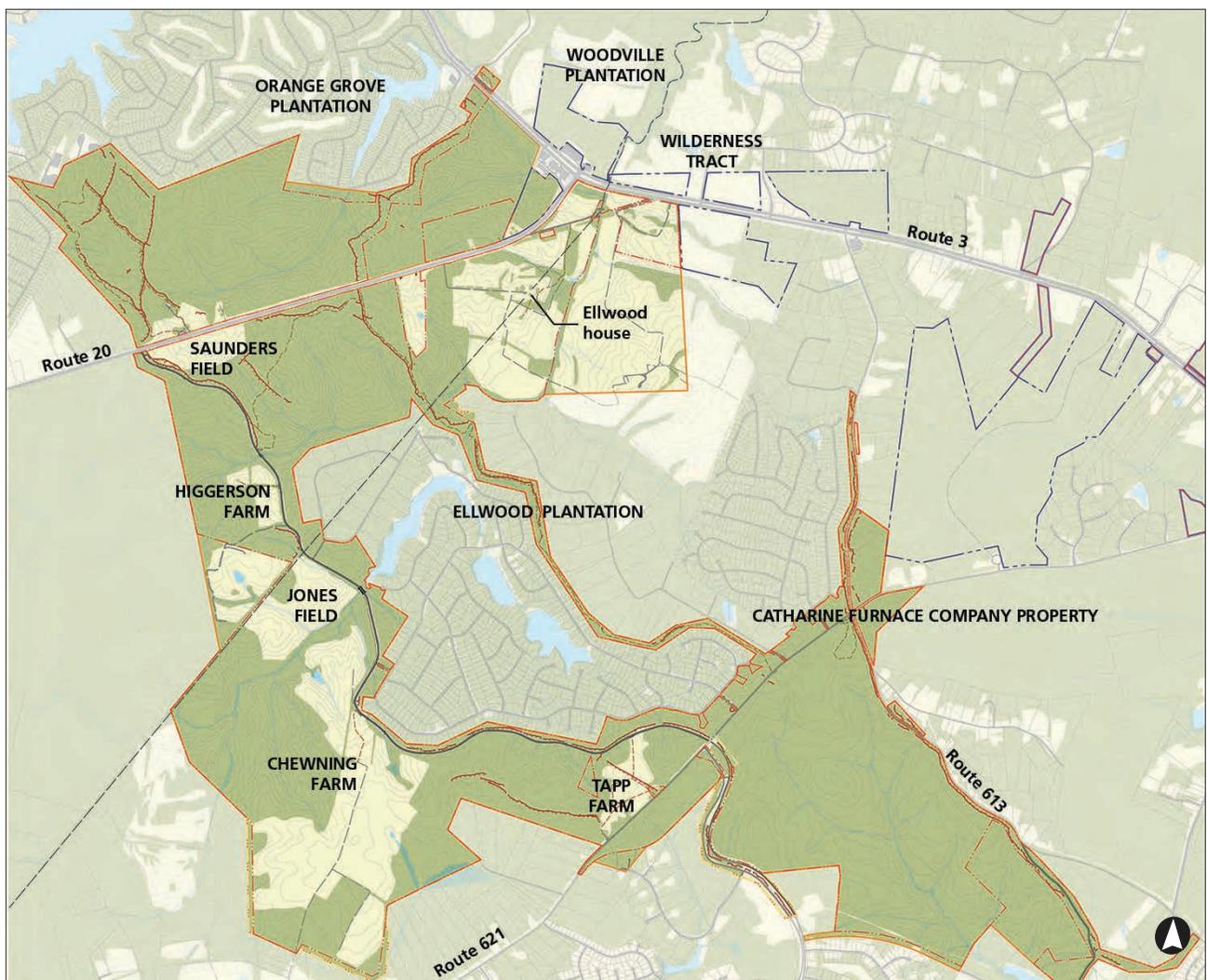
Wilderness Battlefield is located in the eastern Virginia Piedmont, fourteen miles west of Fredericksburg and I-95, and fifty-five miles southwest of Washington, DC (fig. 0.2). The limits of the park unit are defined by a legislated boundary authorized by Congress that contains 2,774 acres (fig. 0.3). The park contains mostly federally-owned land, with only a few remaining private inholdings. Park partners, including the Commonwealth of Virginia, Central Virginia Battlefields Trust, and the American Battlefields Trust, have conserved land both within and outside of the park boundary. The park is crossed by two primary state highways: Route 3, a divided four-lane highway that provides access to I-95, and Route 20, a two-lane highway to Charlottesville. Orange Plank Road (Route 621) and Brock Road (Route 613) are secondary state highways that cross the park, but also carry heavy traffic because they provide access to several large residential subdivisions adjacent to the park.

Automobile access to the park is from Hill-Ewell Drive and the state roads that extend through the park—Routes 20, 621, and Route 613, all of which are battle-era roads. Route 3, historically the Germanna Plank Road and the eastern part of the Orange Turnpike, crosses a small area of park land that is not accessible

Figure 0.2. Regional map showing location of Wilderness Battlefield between Washington and Richmond, and its relation to the other park units. (SUNY ESF)



Figure 0.3. Map of Wilderness Battlefield showing legislated park boundary delineated by orange lines; the white mask indicates land outside of the park boundary. The map also shows the historic properties used to organize the report. The Chancellorsville park boundaries are shown in blue; the dashed blue lines indicate battlefield land conserved by park partners. (SUNY ESF)



to visitors (see fig. 0.3). Two main foot trails extend along portions of Federal and Confederate earthworks, and smaller trails lead to or through other areas of interest off Route 621.

The battlefield landscape is characterized by fields, woods, and rolling terrain (figs. 0.4, 0.5). The historic rural and wooded character remains largely intact within park boundaries, but the woods are generally more mature than they were in 1864, when dense second-growth made for especially difficult fighting conditions. Within the northern sector of the battlefield is Ellwood, once an extensive plantation that today contains the only standing antebellum building within Wilderness Battlefield (fig. 0.6). Ellwood was ringed by several smaller farm clearings, including Saunders Field, the Higginson Farm, Jones Field, Chewning Farm, and the Tapp Farm (also known as Tapp Field). Most of the woods south and east of Ellwood were part of the 4,648-acre Catharine Furnace Company

**Figure 0.4. Wilderness Battlefield, showing a typical wooded scene along the Gordon Flank Attack Trail north of Route 20, 2017. (SUNY ESF)**



**Figure 0.5. Saunders Field, the historic farm clearing in the Wilderness where fighting broke out on May 5, 1864, looking southwest across Route 20, 2018. (SUNY ESF)**



Property that extended east to Chancellorsville. Although the park preserves large areas of the battlefield, most of the core between the Confederate and Union lines from Route 20 to south of Orange Plank Road has been lost to suburban development (fig. 0.7, see also fig. 0.3). Areas along Brock Road and north of the park have also been developed.

The historic designed park landscape, developed between ca. 1891 and 1940 with later additions through the mid-1960s, is an overlay on the battlefield landscape, primarily at the so-called Monument Lot along Orange Plank Road—the earliest commemorative landscape in the Wilderness—and along Hill-Ewell Drive, completed in 1935 and named to commemorate two Confederate commanders (fig. 0.8). Longstreet Drive, also completed in 1935 and named after another Confederate commander, has been incorporated into a residential subdivision. The park landscape features stone bridges and culverts, mown shoulders, metal

**Figure 0.6.** The restored Ellwood house (Lacy house) that was the heart of the antebellum plantation of over 2,000 acres, looking northwest, 2018. The grounds around the house, and the surrounding ninety-seven acres, were documented in a Cultural Landscape Report completed in 2010. (SUNY ESF)



**Figure 0.7.** Subdivision houses in the core of the battlefield between the Confederate and Union lines, looking east from Hill-Ewell Drive, 2018. The sign in the middle ground, known as a tablet, marks the Confederate trenches (earthworks) of Hill's Corps. (SUNY ESF)



identification tablets, specimen trees, remnants of earthworks, and reproduction artillery. The park's eleven commemorative works (monuments, markers) are along the park drives, in the Monument Lot, at Ellwood, and along Orange Plank Road, Brock Road, and Constitution Highway (Route 20). Trails, once named to commemorate other key figures in the battle, also contain remnants of their original rustic design completed in the 1930s.

## PROJECT SCOPE AND METHODS

The cultural landscape of Wilderness Battlefield poses a number of challenges in historic preservation, interpretation, and park operations. In addition to intrusion of highway traffic and suburban development in the park's historic setting, several undeveloped parts of the battlefield remain outside of park ownership. Existing fields and woods do not accurately reflect the historic patterns that influenced lines of battle and troop movement in 1864. Defensive earthworks are hidden beneath vegetation or are undergoing erosion. Signage and wayfinding do not adequately convey the battlefield's historic sense of place and commemorative purpose, and the historic character of some designed park landscapes has been diminished.

This Cultural Landscape Report, which will serve as the park's primary reference for management of the Wilderness Battlefield landscape, has been developed to address these issues. It follows National Park Service methods in landscape research, documentation, and inventory-evaluation based on the *Guide to Cultural Landscape Reports: Contents, Process, and Techniques* (National Park Service, 1998). The report is organized into three chapters: Site History, Existing



Figure 0.8. The designed park landscape along Hill-Ewell Drive at the edge of Saunders Field, looking southeast, 2017. (SUNY ESF)

Conditions, and Analysis and Evaluation. The project area is the land within the authorized park boundary (see fig. 0.3). Surrounding properties are addressed to the extent they inform the history or existing use and character of the battlefield landscape. <sup>1</sup>

## **RESEARCH**

Although a large amount of historical and cultural data has been collected since the park was created in 1927, it has never been synthesized and analyzed for the purpose of managing the park's cultural landscape.

This report for Wilderness Battlefield follows the *Cultural Landscape Report for Ellwood* <sup>2</sup>, which was completed in 2010. Historical documentation on the ninety-seven-acre core of Ellwood covered in that report has been incorporated into the Wilderness report at a level consistent with the rest of the battlefield. Details on the core Ellwood landscape and an inventory of its landscape features are not included. The Wilderness report also draws from research completed for the *Cultural Landscape Report for Chancellorsville Battlefield* <sup>3</sup> completed in 2018, specifically on the contexts of the region's natural systems, Native American history, early European settlement, roads, and park development, as well as on specifics related to the former Catharine Furnace Company property and the Jackson Trail that span both battlefields.

Overall, research for this Cultural Landscape Report has been undertaken at a thorough level of investigation. <sup>4</sup> Historical research focused on park reports and holdings in the park archives, consultation with park staff and the Friends of Wilderness Battlefield, and historical documentation available online. A comprehensive history of land ownership is beyond the scope of this project. Where historical information on land ownership and boundaries was available, it was included in the text and plans. Due to the large extent of the battlefield landscape, documentation within this report related to landscape details such as fence lines, building changes, and plantings is not exhaustive but is included where available.

## **REPORT ORGANIZATION**

The organizational framework of the report is based on roads as they had developed by the time of the Civil War, including the Orange Turnpike (Route 20 and Route 3), Germanna Plank Road (Route 3), Orange Plank Road (Route 621) and Brock Road (Route 613). These remain the primary roads in the battlefield today, although portions of the Orange Turnpike and Germanna Plank Road have been abandoned. Individual battlefield properties, including the Orange Grove and Woodville plantations, Wilderness Tract, Saunders Field, Higgerson Farm, Jones Field, Chewning Farm, Tapp Farm, and Catharine Furnace Company

property are organized in the text according to their location along these roads (see fig. 0.3). The exception to this road-centric organization is Ellwood Plantation, the largest Civil War-era property in the heart of the Wilderness that extended across more than 2,000 acres at the time of the battle. The antebellum boundaries of these battlefield properties have not been comprehensively documented.

## **SUMMARY OF FINDINGS**

### **SITE HISTORY**

The Site History chapter comprises a narrative of the physical development of the battlefield landscape and related contexts from pre-history to present, with an emphasis on the antebellum, Civil War, and park periods that inform understanding of the existing landscape. It is organized into six periods, each defined by changes in land-use, landscape character, and ownership: Landscape Origins, including Native American history and the earliest European settlement, to 1800; the Antebellum Period, covering development of the rural Wilderness community between 1800 and 1861; the Civil War Period, 1861–65; the Post-War Period, addressing the rebuilding of the Wilderness community and early commemorative efforts between 1865 and 1927; the Early Park Period, covering the initial development of the national military park between 1927 and 1945; and the Late Park Period, covering development of the park from 1945 to the present. Each period ends with a summary of landscape changes during the period, organized by landscape characteristics and illustrated on an accompanying period plan (Drawings 1.1–1.7).

For each period, the site history narrative includes passages that address the development of distinct areas of the Wilderness Battlefield landscape. These areas are primarily organized by road corridors, such as the Orange Turnpike, Germanna Plank Road, and others. The final two site history periods, which encompass the historic development of the commemorative park landscape at Wilderness Battlefield, also feature passages that detail the evolution of specific aspects of the park landscape, including developed areas, drives and trails, signs and markers, and historic scene restoration.

### **EXISTING CONDITIONS**

The Existing Conditions chapter provides a concise description of the cultural landscape as it appears in the present. Most of the existing condition documentation was undertaken between 2017 and 2018, with some updates in 2020. The chapter begins with overviews of park management and use,

property ownership, and facilities maintenance. These overviews are followed by a narrative description of the Wilderness Battlefield landscape illustrated with photographs, maps, and other graphic figures. The chapter begins with passages addressing the park's setting, partner-conserved battlefield land outside the park boundary, and sitewide landscape features such as signage and natural systems. The remainder of the narrative description is organized geographically, beginning with the Orange Turnpike – Constitution Highway (Route 20) corridor and proceeding along the route of the park's automobile tour to the Brock Road - Orange Plank Road intersection. Drawings 2.1 and 2.2 document existing conditions at Wilderness Battlefield in illustrated plans.

### **ANALYSIS AND EVALUATION**

The Analysis and Evaluation chapter, which documents the historical significance of the Wilderness Battlefield landscape and evaluates its historic characteristics and features, is organized into two parts. The first evaluates the historical significance of the landscape according to criteria established by the National Register of Historic Places. Most of this significance is documented in recently completed National Register documentation for Fredericksburg and Spotsylvania National Military Park. The second part, using National Park Service cultural landscape methods, inventories and evaluates the cultural landscape to assess changes in historic landscape character. The evaluation considers changes since the end of the two historic periods, the Civil War era and the historic period of park development between 1927 and 1964. Overall, the Wilderness Battlefield landscape retains substantial historic character across all characteristics. Landscape features are inventoried in Tables 3.1–3.4. The inventory addresses all features within the park's legislated boundary, including those on private inholdings. Each inventoried feature is keyed to Drawings 3.1–3.4, illustrated plans that graphically document non-contributing features and historic features removed since the end of the historic periods in 1864 and 1964.

### **PRELIMINARY TREATMENT CONSIDERATIONS**

The scope of this Cultural Landscape Report volume does not include a Treatment Recommendations chapter. However, the research, documentation, and analysis included within the report's chapters have highlighted preliminary treatment issues that may warrant future consideration. These topics relate both to the historic battlefield and commemorative park landscapes and are summarized below.

- Develop the Old Orange Turnpike - Germanna Plank Road intersection as an interpretive hub along the Wilderness Crossing Trail.

- Restore limits of historic farm clearings at Higgerson, Chewning, and Tapp Farms, where clearings support the visitor experience and interpretation of the 1864 battle.
- Expand the park's legislated boundary to encompass all of Lyons Farm, which falls within the battle-era Ellwood clearing.
- Introduce pedestrian safety and traffic calming measures at locations of important crossings, such as between the southern trailhead of the Federal Line Trail and the Longstreet's Wounding site automobile tour stop parking area along Orange Plank Road.
- Manage and interpret archeological remnants of Civilian Conservation Corps (CCC) camp NP-24 in Saunders Field and the historic CCC-era visitor contact station west of Saunders Field.
- Plan a new walking trail within the area of wooded park land south of Orange Plank Road and east of the former Longstreet Drive, which was historically owned by the Catharine Furnace Company and played a major role in the 1864 battle.

This preliminary list is intended to document issues that arose during the completion of this report. Issues may be further developed and given thorough consideration in a future volume or through park planning efforts. The *Cultural Landscape Report for Chancellorsville Battlefield*, completed in 2018, includes a comprehensive Treatment Recommendations chapter. The 2018 report identifies Rehabilitation as the appropriate primary treatment approach for the Chancellorsville Battlefield landscape. Furthermore, it outlines a treatment philosophy that recognizes the two historic layers of the 1863 battlefield and the commemorative park landscape, primarily constructed in the first half of the twentieth century. The philosophy presents two goals: preservation and enhancement of the historic character of the 1863 landscape and reinforcement of the park's commemorative purpose. Future landscape treatment planning for Wilderness Battlefield should seek consistency with the Chancellorsville Battlefield approach and philosophy.

**ENDNOTES, INTRODUCTION**

1 A complete treatment plan (CLR Part II) was not part of the project scope, but may be funded through a future phase of work.

2 John Auwaerter and Paul J. Harris, Jr., *Cultural Landscape Report for Ellwood* (Boston: National Park Service Olmsted Center for Landscape Preservation, 2010).

3 John Auwaerter with Cathy Ponte and Nathan Powers, *Cultural Landscape Report for Chancellorsville Battlefield* (Boston: National Park Service Olmsted Center for Landscape Preservation, 2018).

4 As defined in the Cultural Resource Management Guideline (DO-28, 1998), “thorough” means research in selected published and documentary sources of known or presumed relevance that are readily accessible without extensive travel and that promise expeditious extraction of relevant data; interviewing all knowledgeable persons who are readily available, non-destructive investigation, and presenting findings in no greater detail than required by the task directive. National Park Service, Cultural Resource Management Guideline, NPS-28, web edition, 11 June 1998, [http://www.cr.nps.gov/history/online\\_books/nps28/28contents.htm](http://www.cr.nps.gov/history/online_books/nps28/28contents.htm), 17-19.





Library of Congress

# SITE HISTORY

**LANDSCAPE ORIGINS, TO 1800**

**ANTEBELLUM PERIOD, 1800–1861**

**CIVIL WAR PERIOD, 1861–1865**

**POST-WAR PERIOD, 1865–1927**

**EARLY PARK PERIOD, 1927–1945**

**LATE PARK PERIOD, 1945–2018**



Until the eighteenth century, the Wilderness was part of a vast forest that covered much of the rolling Piedmont, Virginia's central foothills region that had been home to the Manahoac people for centuries. Europeans, who settled near the coast in the so-called Tidewater, named the seventy-square-mile region "the Wilderness," a reference in part to its remoteness from colonial settlement. Through the nineteenth century, Wilderness remained an apt name for the sparsely-settled and heavily-wooded landscape that greatly influenced the outcome of the region's namesake battle on May 5–7, 1864. Although the fighting scarred the landscape and left lasting associations, the Wilderness changed little through the mid-twentieth century, as the battle's key defensive lines were incorporated into Fredericksburg and Spotsylvania National Military Park.

## LANDSCAPE ORIGINS, TO 1800

### NATURAL HISTORY

The Battle of the Wilderness was fought on the Piedmont Plateau, a physiographic foothills region between the Virginia Tidewater on the east and the Blue Ridge Mountains (part of the Appalachian Mountain Range) on the west (fig. 1.1). The Piedmont was formed millions of years ago during the tectonic collisions that created the Appalachians. The force of these geologic processes resulted in a rippled expanse of metamorphic bedrock with deposits of gold and iron ore that

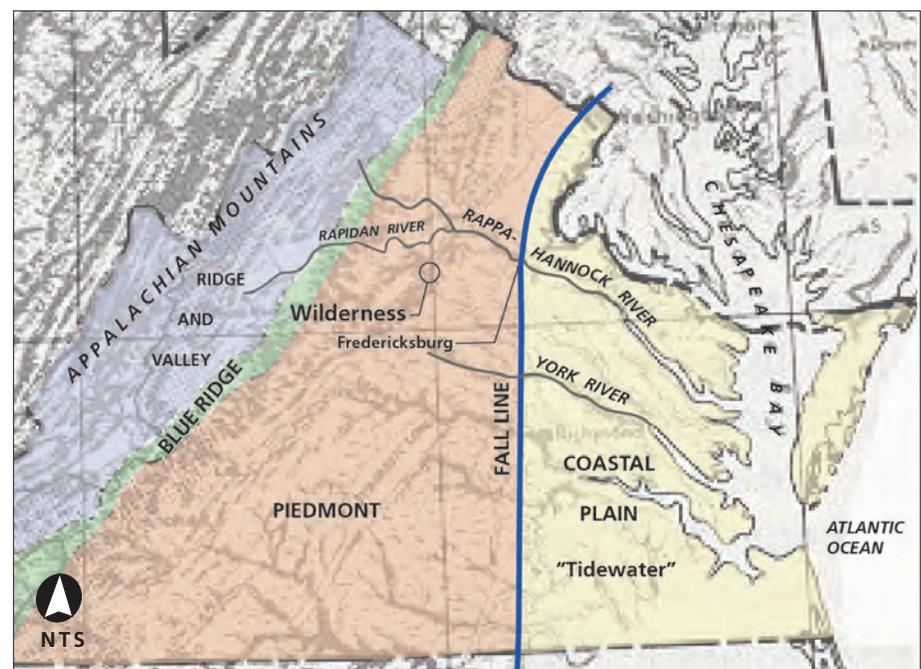
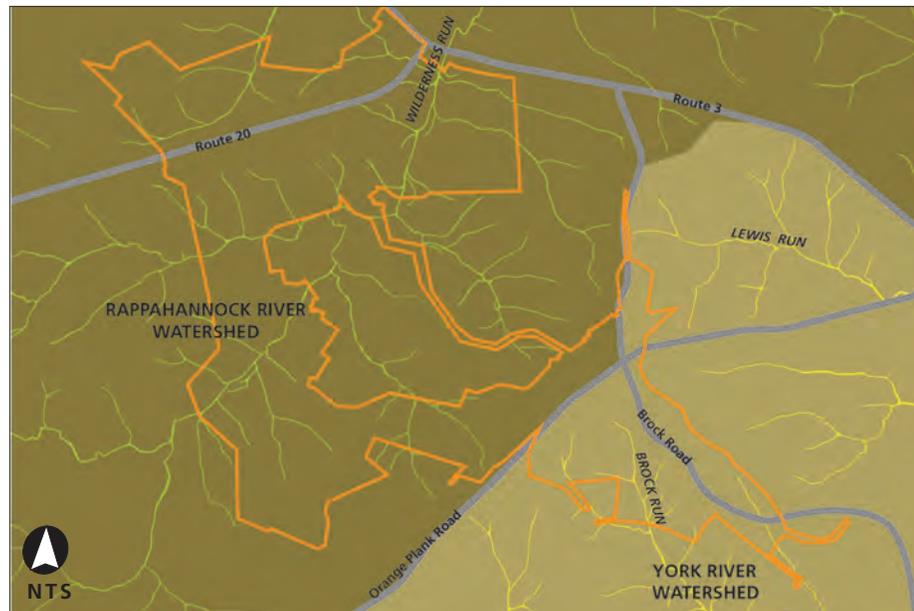


Figure 1.1. Physiographic regions of eastern Virginia showing location of the Wilderness within the Piedmont region south of the Rappahannock and Rapidan rivers. (SUNY ESF)

**Figure 1.2. Map showing streams and approximate watersheds in and around the Wilderness battlefield, in relation to existing park boundaries and roads. (SUNY ESF)**



would one day draw European prospectors into the region. About fifteen miles east of the Wilderness, the Piedmont transitioned to the Coastal Plain along a physiographic boundary known as the Fall Line. The name was derived from numerous waterfalls and rapids that occurred at the elevation change between the harder metamorphic rocks of the Piedmont and the sedimentary deposits of the Coastal Plain.<sup>1</sup>

Over hundreds of thousands of years, water flowing down from the Appalachians and across the Piedmont shaped the ground into vast networks of ravines and gullies. The Wilderness straddled two watersheds. The northern portion, mostly north of Orange Plank Road and west of Brock Road, emptied north into the Rapidan River, a main tributary of the Rappahannock River (fig. 1.2). Wilderness Run formed the main drainage through the battlefield. To the south and east, the land drained toward the York River through a network of tributaries of the Mattaponi River that included Brock Run south of Orange Plank Road. These waterways contributed to a water-rich landscape that supported diverse forest ecosystems, and also influenced later patterns of roads and farms.<sup>2</sup>

The Piedmont region was not scoured by the glaciers of the last Ice Age, which extended into southern Pennsylvania. At that time, Virginia was covered by a coniferous boreal forest dominated by spruce. As the glaciers retreated about 12,000 years ago, the warming climate enabled broadleaf hardwood species to dominate the Piedmont's forests. Oak and hickory thrived in the acidic soils and dominated upland plant communities, with lush understory of small trees and shrubs such as flowering dogwood, sassafras, mountain laurel, and hazelnut (fig. 1.3). This abundance of plants supported wide varieties of wildlife such as deer, bear, and turkeys.<sup>3</sup>

Figure 1.3. Example of a present-day mature oak-hickory forest in Virginia, illustrating the character of native woods that most likely covered the Wilderness prior to European settlement in the eighteenth century. (Gary P. Fleming, photograph of Great Falls Park, Fairfax County, Virginia Natural Heritage Program)

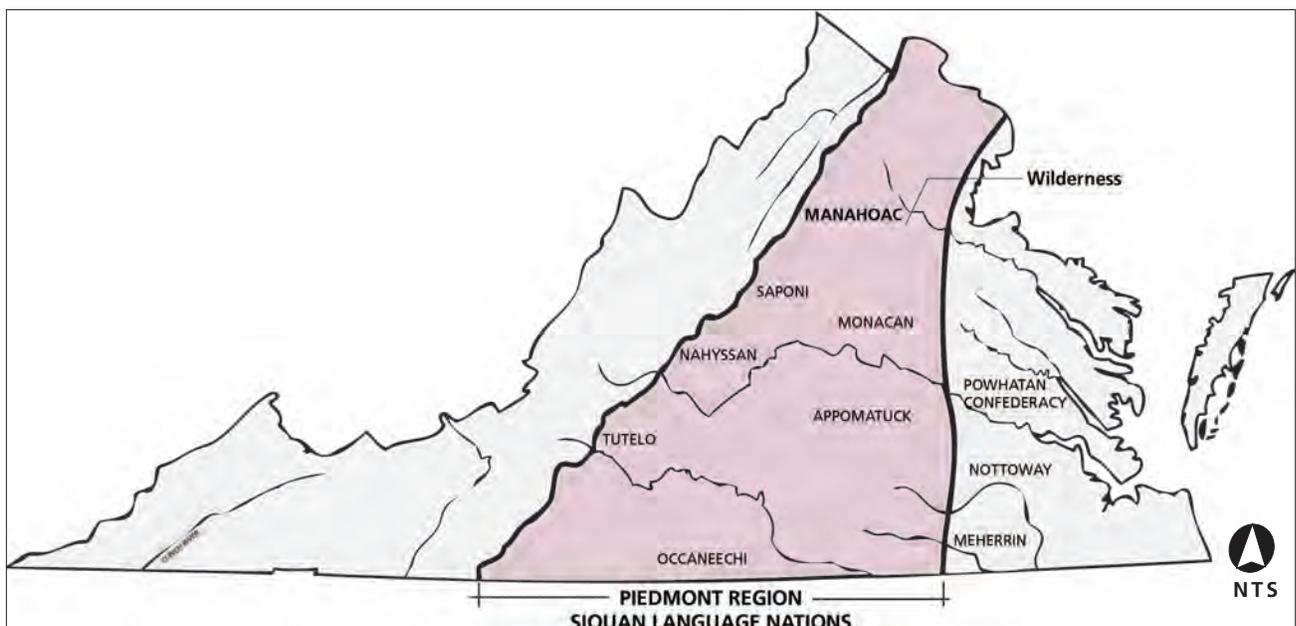


Humans were also an integral part of the Piedmont’s forest ecosystem, having lived in the area for thousands of years prior to the arrival of Europeans. They influenced the plant and animal communities by creating or using clearings in the forests for cultivating crops and attracting animals for hunting. Intentional woodland clearing techniques, along with natural fires, created savanna-like forest systems throughout the Piedmont. These landscapes were recorded in the vicinity of the Wilderness as late as the 1670s, although their exact location and extent is unknown.<sup>4</sup>

Figure 1.4. Map showing the general location of the Manahoac Confederacy in relation to the Wilderness and other Native American peoples in the Virginia Piedmont. (SUNY ESF, based on Egloff and Woodward, *First People: The Early Indians of Virginia*, 1992)

**MANAHOAC PEOPLE**

The Wilderness was once part of the homeland of the Siouan-speaking Manahoac Confederacy (fig. 1.4). The Manahoac, who lived primarily near the banks of the

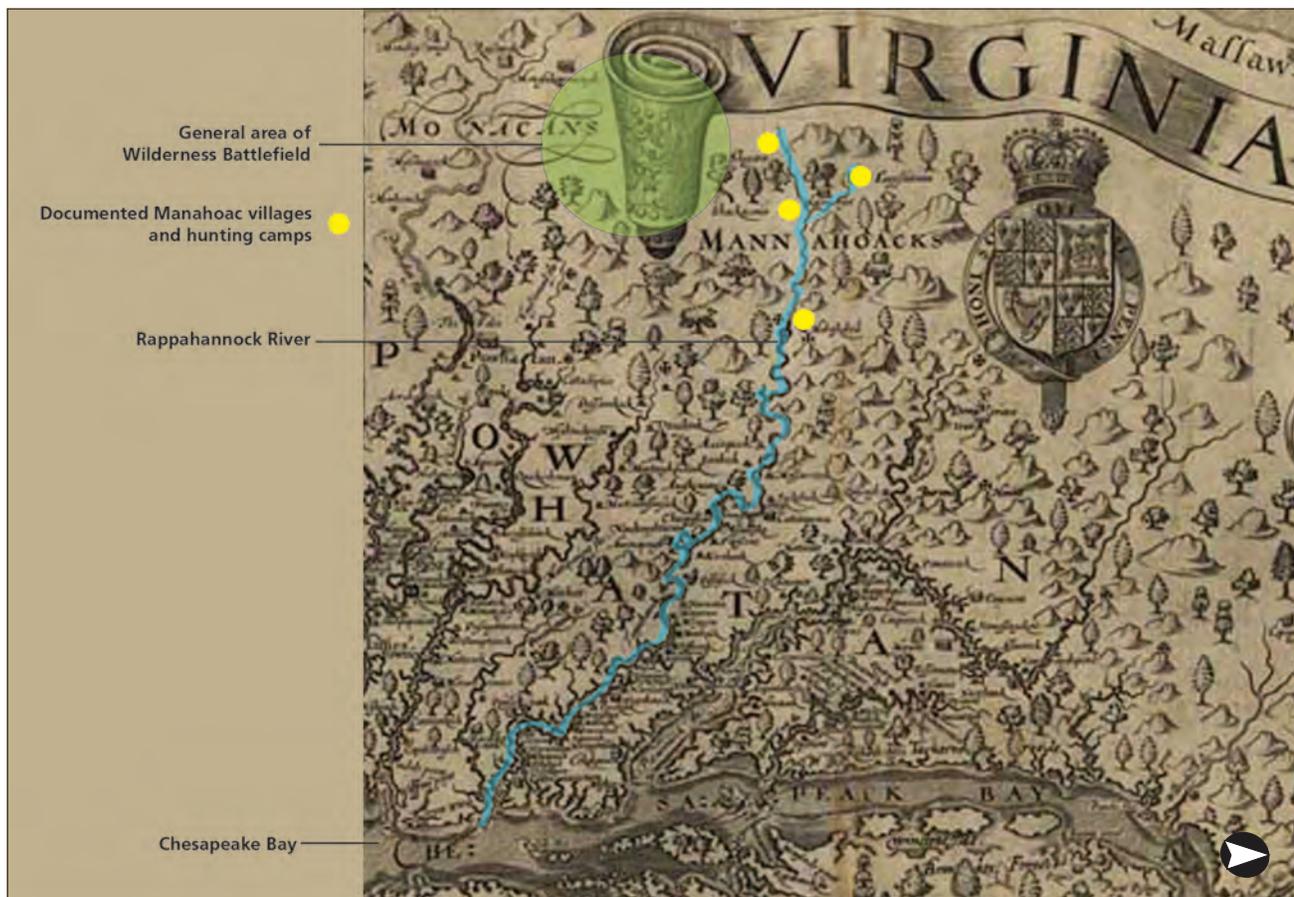


Rappahannock River, were allied with the Monacan Nation along the James River and other linguistically related tribes in the Piedmont. They developed long-standing tool-making, hunting, and agricultural traditions and established the practice of burying their dead in large mounds, which distinguished them from other groups outside of the Piedmont.<sup>5</sup>

The rivers of the Piedmont supported long-distance trade between Siouan speaking nations, including the powerful Powhatan Confederacy on the Atlantic coast. Trading was carried out in dugout canoes and on foot through networks of overland trails. Goods traded by the Siouan-speaking nations included copper mined from the western edge of the Piedmont and high quality locally abundant quartz stone. At the time of contact with Europeans in 1608, there was a thriving Siouan-speaking population of about 10,000 people that was actively engaged in complex trade and political relationships with other nations on lands that would one day be known as Virginia.<sup>6</sup>

During the seventeenth century, numerous Manahoac villages existed along the banks of the Rapidan and Rappahannock rivers upstream of the Fall Line, including several north of the Wilderness that were documented by English explorer John Smith (fig. 1.5).<sup>7</sup> An agricultural people, Manahoac villagers often took advantage of the higher fertility of alluvial soil for growing traditional symbiotic crops such as corn, bean, squash, and tobacco. They used axes quarried

**Figure 1.5. Detail of a 1624 map of the landscape recorded by John Smith on his expedition through Virginia showing the homeland of the Manahoac people centered north of the Wilderness battlefield. (Detail, John Smith, "Map of Virginia" from *The Generall Historie of Virginia, New-England, and the Summer Isles*, 1624)**



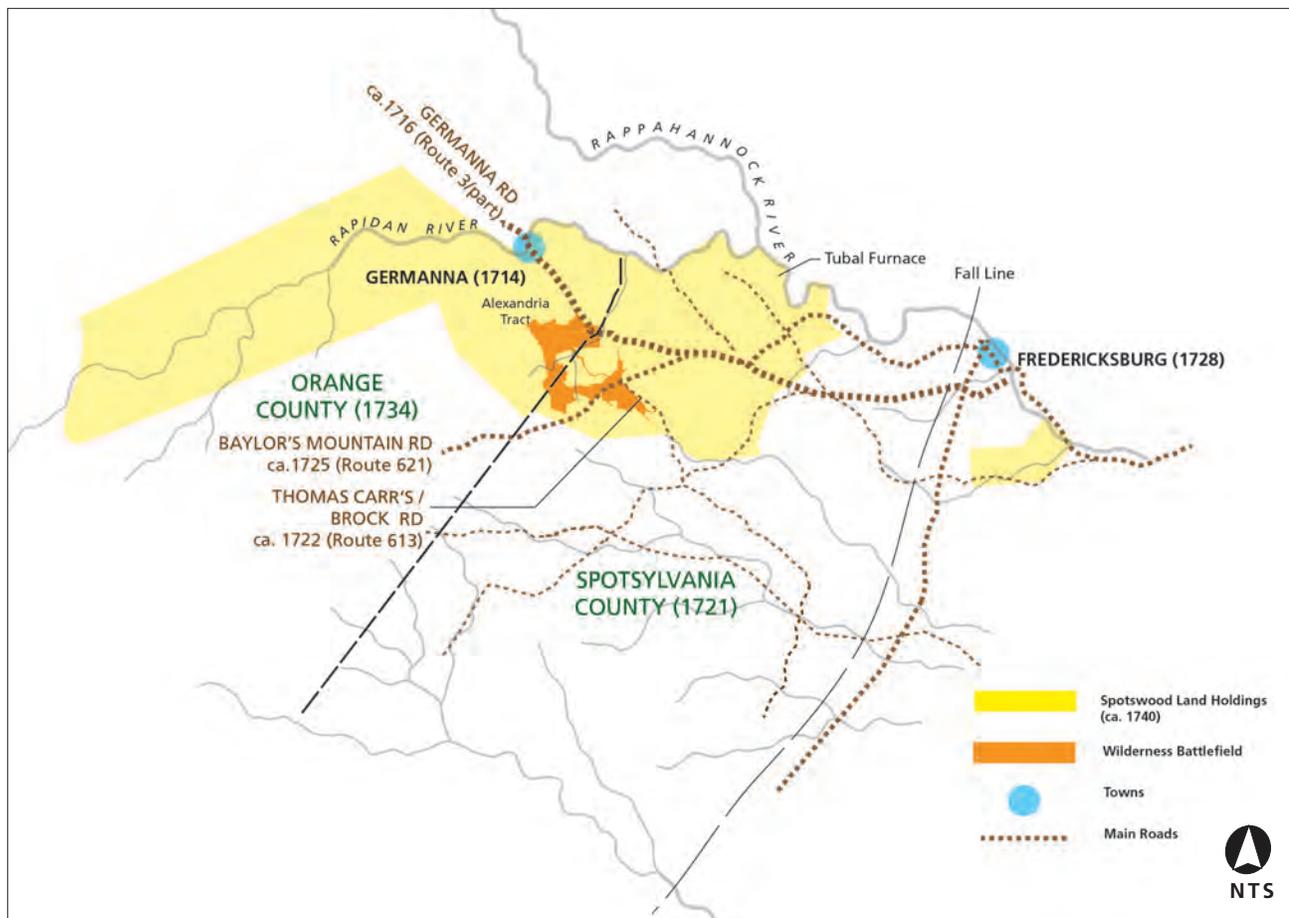
from local stone and fire to clear patches of forest for agriculture. The forest edge created by these clearings also facilitated the domestication of wild grapes, sun flowers, and fruit trees.<sup>8</sup>

Following arrival of Europeans in the seventeenth century, the Manahoac people most likely relocated. War and disease diminished their population and forced them to join with other Siouan speaking nations to the south.<sup>9</sup> By the time European explorer John Lederer traveled up the Rappahannock River in the late seventeenth century, he recorded no villages or encounters with members of the Manahoac. Instead, he noted only that savanna-like meadows punctuated the forest, suggesting sites where the Manahoac people had once lived and farmed.<sup>10</sup>

### **ENGLISH COLONIZATION AND SETTLEMENT**

John Smith's 1608 expeditions along rivers and Native American trails were the start of European exploration and settlement in Virginia. Through the eighteenth century, the majority of European settlers remained near and east of the Fall Line, close to roads and navigable rivers. Settlement in the Piedmont was hampered by lack of good roads, isolation, and the threat of attack by Native Americans. The remoteness and sparsely-settled character of the portion of this frontier region south of the Rappahannock and Rapidan rivers probably gave rise to its identity as the Wilderness beginning in the early eighteenth century.<sup>11</sup>

The success of tobacco as an export commodity gradually encouraged territorial expansion in the Piedmont, since farmers were compelled to seek out new fertile soils to grow this nutrient-depleting and labor-intensive crop. Others were drawn by the timber and mineral riches of the region. The earliest European settlement in the Wilderness was organized by Alexander Spotswood (ca.1676–1740), a military veteran with an entrepreneurial spirit. Shortly after being appointed as Lieutenant Governor of Virginia in 1710, Spotswood led an expedition of land speculators to look at the development potential of the colonial frontier in the Virginia Piedmont and beyond. At a bend in the Rapid Anne (Rapidan) River at the northwestern extent of the Wilderness, he established the fort and frontier town of Germanna, a name that commemorated the German metalworkers he settled there in 1714 and the British monarch, Queen Ann (fig. 1.6). At the time of its founding, Germanna was the westernmost settlement in British America and the first in Virginia beyond the Tidewater.<sup>12</sup> By 1722, Spotswood had amassed title to 28,000 acres east and south of the Rapidan River including the future Wilderness Battlefield. Within this area was the Alexandria Tract of 3,229 acres from Germanna to Wilderness Run that Spotswood acquired in 1716, and the Iron Mine Tract of 15,000 acres to the east, which Spotswood acquired in ca. 1719. Spotswood used frontier defense as an excuse to acquire thousands of additional acres of this resource-rich land. He organized his growing settlement and land holdings into a county that was established in 1721, named Spotsylvania with



**Figure 1.6.** Map showing roads, county lines, Spotswood land holdings, and towns in the mid-eighteenth century in relation to the current site of Wilderness Battlefield. (SUNY ESF based on Paula Felder, *Forgotten Companions: The First Settlers of Spotsylvania County and Fredericksburg Town*, 1982, and James R. Mansfield, *A History of Early Spotsylvania*, 1977)

its seat at Germanna. In the 1720s, he built a grand Georgian-style mansion at Germanna, overlooking the Rapidan River.<sup>13</sup>

Capitalizing on the discovery of bog iron near the Rapidan River, Spotswood established a thriving iron mining and smelting industry, the Iron Mining Company, which required extensive timber resources. Large tracts of virgin forest were cleared on Spotswood's Alexandria and Iron Mine tracts, as well as on other lands to produce the vast amount of charcoal necessary to smelt iron. Spotswood established a blast furnace on his Iron Mine Tract at Tubal near the confluence of the Rappahannock and Rapidan rivers, which became operational around 1723 (see fig. 1.6).<sup>14</sup>

The Virginia colonial government approved the construction of a road to Germanna in 1714, probably following a path developed by the Germanna settlers or the Manahoac people, that led to a ford across the Rapidan River. In ca. 1716, the path was improved into a rolling road, which was a wide, improved type of road used to transport (roll) tobacco to market. It followed a more direct route, generally corresponding to the alignment of present-day Routes 3, 610, and 621 (see fig. 1.6). Its eastern terminus at the Rappahannock River below the Fall Line became the site of Fredericksburg, established in 1728 and designated a tobacco inspection station in 1730.<sup>15</sup> Several other roads converged with the Germanna Road in the Wilderness. These included Thomas Carr's Road (present

Brock Road), named after the person who petitioned for its construction in 1722. Baylor's Mountain Road (part of current Orange Plank Road, Route 621) was built by prominent landowner Robert Taliaferro in ca. 1730 to provide passage from Baylor's Mountain in the Blue Ridge north and east toward Fredericksburg. Many of the roads that headed west toward the Blue Ridge Mountains, including Germanna Road, were known as "mountain roads."<sup>16</sup>

According to English law, property had to be settled for landowners to retain title, so Spotswood offered many incentives for farmers to settle. Between 1723 and 1726, the number of households in Spotsylvania County increased from 150 to 230, and most probably grew tobacco. Increased settlement in the western part of the county that included the Wilderness led to its separation as Orange County, chartered in 1734 based on the boundaries of St. Mark's Parish established in 1730.<sup>17</sup> The boundary followed the Wilderness Run for approximately three miles from the Rapidan River south to Germanna Road before extending along a diagonal to the southwest through what is now the national military park.<sup>18</sup>

There were areas of productive land in the Wilderness, but overall the region was known for its infertile, shallow, and poorly-drained soils that, along with the irregular topography, made it poorly suited for large-scale plantation agriculture. Tobacco farming, timber harvesting, and mineral extraction led to further wasting of marginal lands. These impacts were recorded as early as the 1730s by William Byrd II, owner of the prominent Tidewater plantation, Westover, and a member of the Governor's Council. In 1732, he visited Spotswood's Tubal Furnace, starting from the bustling port town of Fredericksburg. Traveling west through the Wilderness, Byrd noted very few plantations and long stretches of old fields covered in saplings. These scrubby fields may have been the legacy of clear-cutting of forests to fuel iron furnaces, or they may have been fields that had been worn out from tobacco farming, which was renowned for quickly depleting soils. A decline in tobacco prices in the late 1720s may also have led to abandonment of the fields by the time Byrd visited in 1732.<sup>19</sup>

As Spotswood's personal land holdings and wealth increased, people began to question his authority, and he lost his position as lieutenant governor in 1722. He continued to live in Germanna and run the Iron Mining Company together with other business ventures through his death in 1740. His heirs remained the largest single landowner in the region through the eighteenth century, but did not continue iron mining and manufacturing in the Wilderness. Germanna Road through the old Alexandria Tract remained the spine of Orange County's population and commerce prior to the Revolutionary War. By 1757, the tract had been divided into two quarters: Germanna and Wilderness.<sup>20</sup>

### SETTLEMENT IN THE WILDERNESS

The earliest known European settlement in and near the present Wilderness Battlefield park was at the crossing of Germanna Road over Wilderness Run. The crossing was known as Wilderness Bridge, a name that was recorded in the county road orders in 1722 and appeared on subsequent maps (fig. 1.7). The bridge provided Lieutenant Governor Spotswood with access to his Iron Mine Tract east of Wilderness Run. A road order for rebuilding the bridge in August 1736 referred to its name: “. . . it is ordered that the sd Alexr Spotswood undertake to build the Wilderness bridge and finish the same by October next. . .”<sup>21</sup> The bridge was also later known as the Beech Tree Crossing.<sup>22</sup>

Wilderness Bridge was within or adjacent to a clearing on property owned by Lieutenant Governor Spotswood (fig. 1.8). At the time, Wilderness Bridge was not at a crossroads, since the Orange Turnpike had not yet been built. The clearing may have been one of several agricultural operations on Spotswood’s extensive land holdings, with houses, orchards, and fenced enclosures. The clearing was probably on uplands above Wilderness Run, which had productive soils compared with surrounding areas of the Wilderness that were infertile and too hilly for farming.<sup>23</sup> Within the clearing on a rise north and east of the bridge, where the Wilderness Tavern would later be built, were several buildings purportedly built by Spotswood. Nothing is known about their appearance or use.<sup>24</sup>



Figure 1.7. A Revolutionary War-era map showing Wilderness Bridge as a landmark in the eighteenth century. The yellow line with arrows indicates the route of General LaFayette’s tour through Virginia in 1781 that followed Germanna Road in part. (Detail, “Campagne en Virginie du Major Général M’is de LaFayette... par le Major Capitaine,” 1781. Library of Congress American Memory Collection, digital ID g3881sar300600, annotated by SUNY ESF)

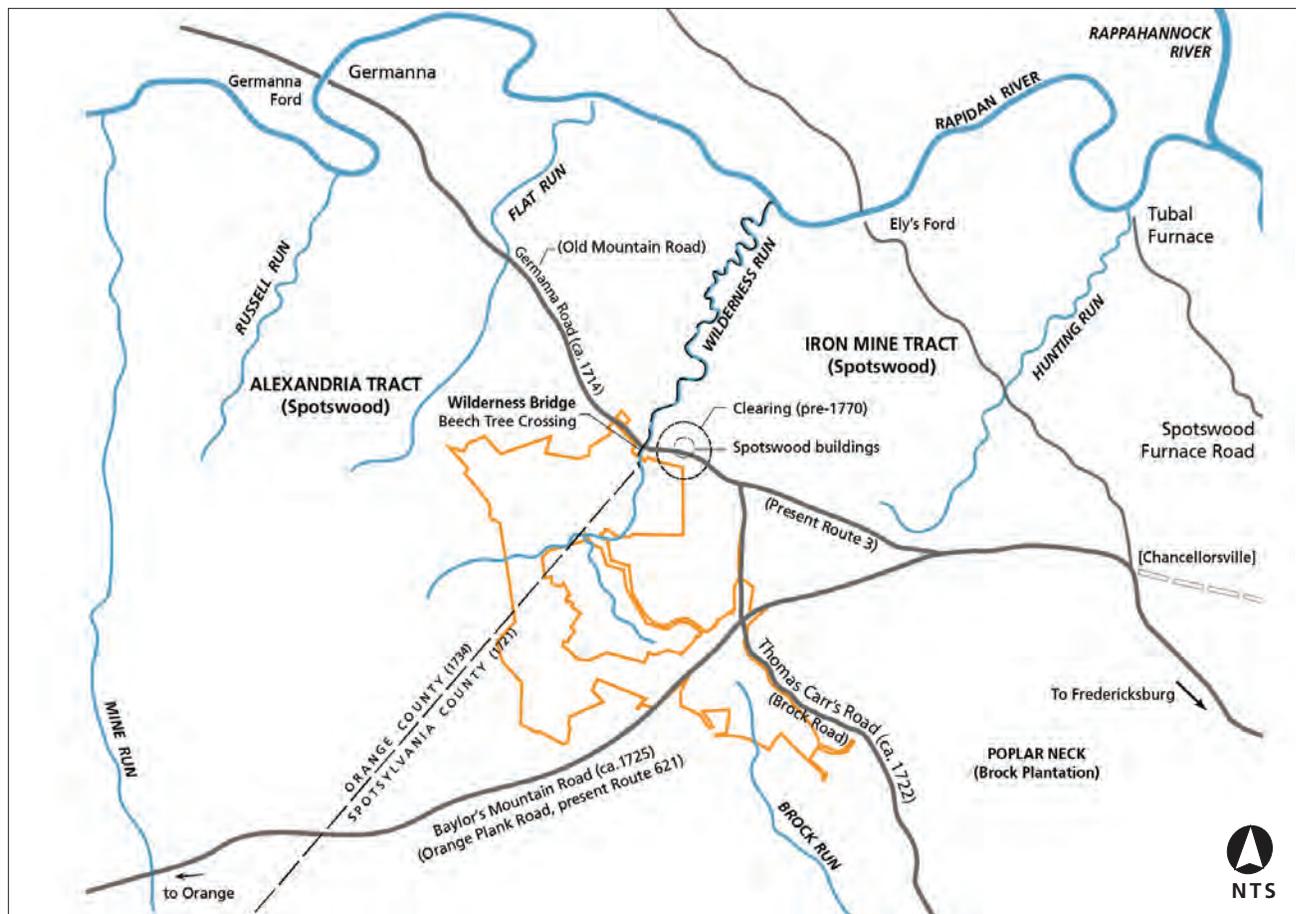


Figure 1.8. Map of the Wilderness showing approximate location of natural features, roads, and known settlement, ca. 1770. The orange lines indicate the existing boundaries of Wilderness Battlefield. (SUNY ESF)

The land outside of the Wilderness Bridge clearing within the existing limits of the national military park was probably still partially forested in 1770, with record made of red, white, and black oaks. There may have also been chestnut, beech, and hickory on the uplands, and tulip poplar, silver maple, box elder, sycamore, and American elm in the lowlands along the Wilderness Run and the many minor drainages that flowed into it. Large portions of the forest had probably been cleared since the early eighteenth century for tobacco farming or to supply fuel for Spotswood's Tubal furnace, resulting in second-growth woods. By the 1770s, the iron industry would have consumed large areas of timber generally east of Wilderness Run during its more than five decades of operation in the region.<sup>25</sup>

The southeastern limits of the existing park may have been owned by the Brock family, who settled at the headwaters of the Mattaponi River (Ni River) by the middle of the eighteenth century. The Brock plantation, known as Poplar Neck, extended along the vicinity of present-day Brock Road, Herndon Road, and Jackson Trail East. The mansion house may have been near the later site of Catharine Furnace on the Chancellorsville Battlefield, where the Wellford family built their house in the early nineteenth century. The plantation was subdivided among the heirs by the 1770s. The land west of Brock Road came under the ownership of Edward and Elizabeth Herndon.<sup>26</sup>

**Ellwood and Woodville**

The core of the Wilderness was settled in the last quarter of the eighteenth century by the Jones family, who established two plantations, Ellwood and Woodville, north and south of Wilderness Bridge near the site of the old Spotswood clearing.

In the early 1770s, brothers William and Churchill Jones—descendants of a wealthy Tidewater family from Middlesex County near the mouth of the Rappahannock River—arrived in the Wilderness to seek their fortunes and establish plantations of their own. According to Jones and Spotswood family legend, the story of the brothers' arrival in the Wilderness began with an encounter in 1771 between William Jones and Alexander Spotswood, the grandson of Governor Alexander Spotswood, on the Germanna Road. William Jones was pleased with the countryside, and Spotswood extended an invitation to spend some time on his land known as Woodville north of Wilderness Bridge. A year or two later, William Jones returned to the Wilderness with his brother Churchill, accompanied by two other young men, Benjamin Grymes and Dudley Digges. The four lived in one of the Spotswood buildings near the later site of Wilderness Tavern, where according to Jones family in-law James Power Smith they spent a year “living the life of young pioneers.”<sup>27</sup>

William and Churchill returned to Middlesex County, but soon decided to settle permanently in the Wilderness, and in ca. 1774 reached an agreement with the estate of Alexander Spotswood to lease land along Wilderness Run south of Germanna Road, straddling the Spotsylvania-Orange boundary. They named the plantation Ellwood. Benjamin Grymes also returned and acquired land to the north, where he established a plantation known as Vaucuse.<sup>28</sup>

William and Churchill Jones began improving the land and constructed a house on or just north of the existing Ellwood house (fig. 1.9). It was on a ridge on the west side of Wilderness Run and was accessed by a long drive from Germanna Road. The brothers planted fields in timothy and oats, probably for fodder, and most likely wheat and tobacco as cash crops. There were most likely cabins for enslaved people, who provide the workforce needed to improve and operate the plantation. With the house complete and the fields planted, the brothers brought their wives, sisters Betty and Judith Churchill, to live at Ellwood in or around 1775.<sup>29</sup>

Shortly after moving to the Wilderness, Judith Jones died, and Churchill decided to leave Ellwood to establish his own plantation. On September 13, 1775, he executed a lease with Alexander Spotswood for a 242-acre<sup>30</sup> tract of Alexander Spotswood's Woodville property that William Jones had visited in ca. 1771, located north of Germanna Road (Route 3) and west of Wilderness Run. Churchill Jones eventually acquired title to this property and retained the name

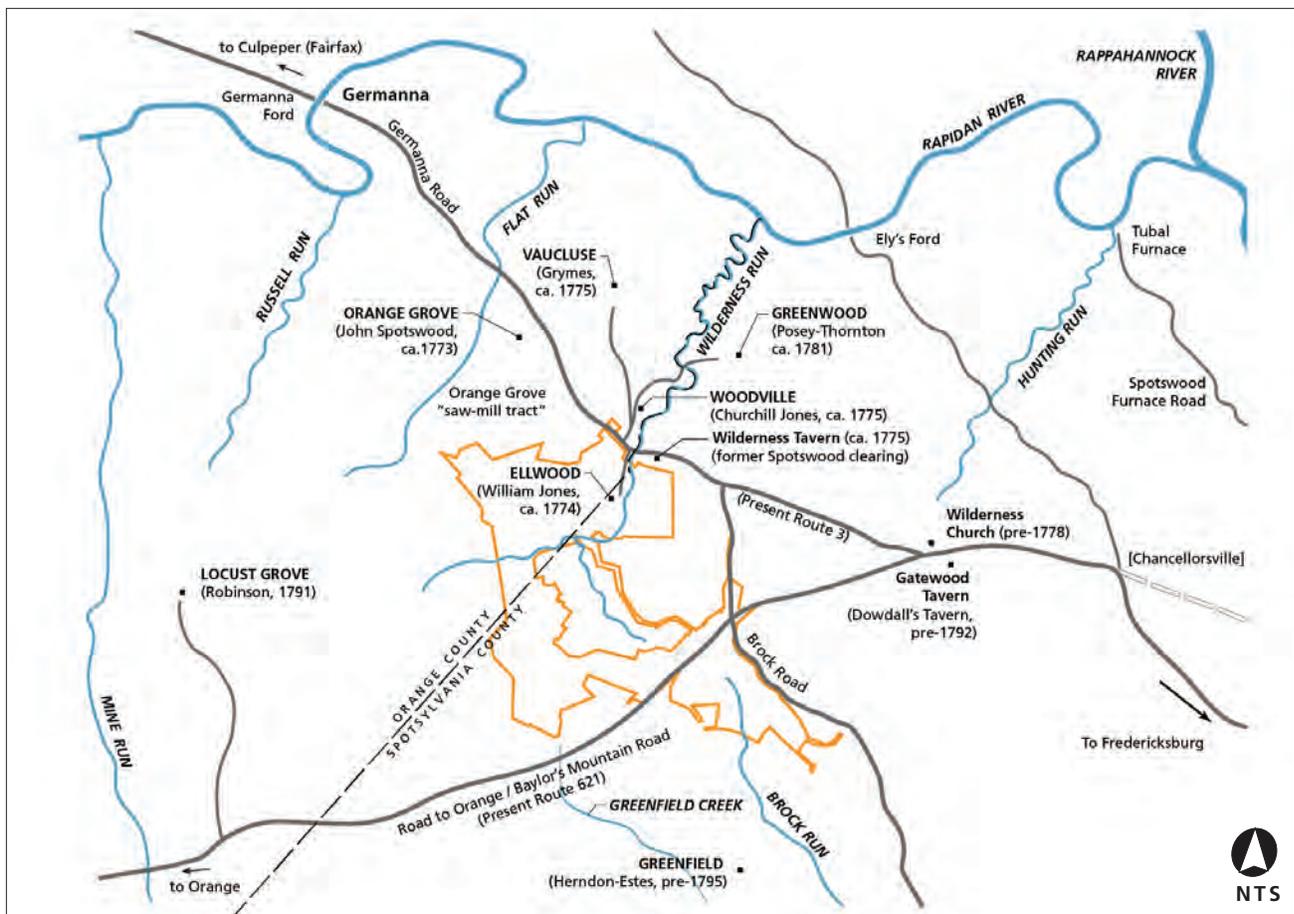


Figure 1.9. Map of the Wilderness showing approximate location of natural features, roads, and known settlement to ca. 1800. The orange lines indicate the existing boundaries of Wilderness Battlefield. (SUNY ESF)

Woodville. He built a house on a rise above the Wilderness Run, one mile north of the Ellwood house (see fig. 1.9).<sup>31</sup>

On February 17, 1777, one and a half years after Churchill signed his lease for the Woodville property, William Jones signed a new lease with the Spotswood estate for a larger tract of 642 acres that included the earlier leased Ellwood property and additional land east of the Wilderness Run and south of Germanna Road (present Lyons Farm, tracts 04-134 and 04-200), probably extending south to Baylor's Mountain Road (Orange Plank Road).<sup>32</sup> The lease retained the Spotswoods' right to any "mines of Stone, Iron, Lead, Copper or other mines" on the property.<sup>33</sup>

Ellwood and Woodville did not see fighting during the Revolutionary War, but on June 3, 1781, a small contingent of the Continental Army, under the command of the Marquis de Lafayette, encamped at Ellwood during their retreat from the British. The encampment was in the Ellwood clearing east of the house, near the present site of the Lyons farmstead.<sup>34</sup>

During or shortly after the Revolution, the Ellwood house burned, requiring William and Betty to move into a nearby building. They may not have rebuilt their house for some time, but following the war, William Jones was busy acquiring land. In 1788, he purchased his leased 642-acre tract from the Spotswoods, and

in 1790 another hundred acres of Spotswood land—probably the Wilderness Tract east of Wilderness Run that included the old Spotswood clearing (site of Wilderness Tavern). Later in the 1790s, William Jones purchased an additional 1,163 acres, which were probably forested lands to the south that may have included land acquired from Henry “Light-Horse Harry” Lee, the father of Confederate General Robert E. Lee. Jones most likely did not improve more than 400 acres within the core of the plantation surrounding the Ellwood house. To work these lands and operate the plantation house, William Jones enslaved twenty-nine people by 1799.<sup>35</sup>

At some point shortly after the Revolution and the late 1790s, William and Betty Jones rebuilt the Ellwood house in a manner that reflected their growing wealth and prominence. First documented on insurance records filed in 1799, the new house was a two-story five-bay Georgian-style frame building near where the old house stood, facing east across the plantation’s fields in the valley of the Wilderness Run (fig. 1.10). The house formed the core of a plantation complex that included a yard with a kitchen, smokehouse, dairy, storehouse, and cabins for enslaved people located north and west (back) of the house. Barns were farther back from the house to the west.<sup>36</sup>

Churchill Jones also built a new house after the Revolution at his Woodville plantation, perhaps just prior to his second marriage in 1787. Churchill’s second wife, Mary Champe, nee Thornton, was the sister of George Thornton, who built a country house called Greenwood to the north and east of Ellwood and Woodville (see fig. 1.9). George died in 1781 and his wife, Mary, was remarried in 1784 to Thomas Posey, a general in the Revolutionary War. The couple remained at Greenwood, a name later associated with an antebellum gold mine northwest of Ellwood.<sup>37</sup>



**Figure 1.10.** The new Ellwood house built by William and Betty Jones between c. 1785 and 1799, looking southwest from an early twentieth-century publication. (James Power Smith, Jr., “Notes on the Ellwood House,” *Virginia Magazine of History and Biography*, January 1936)

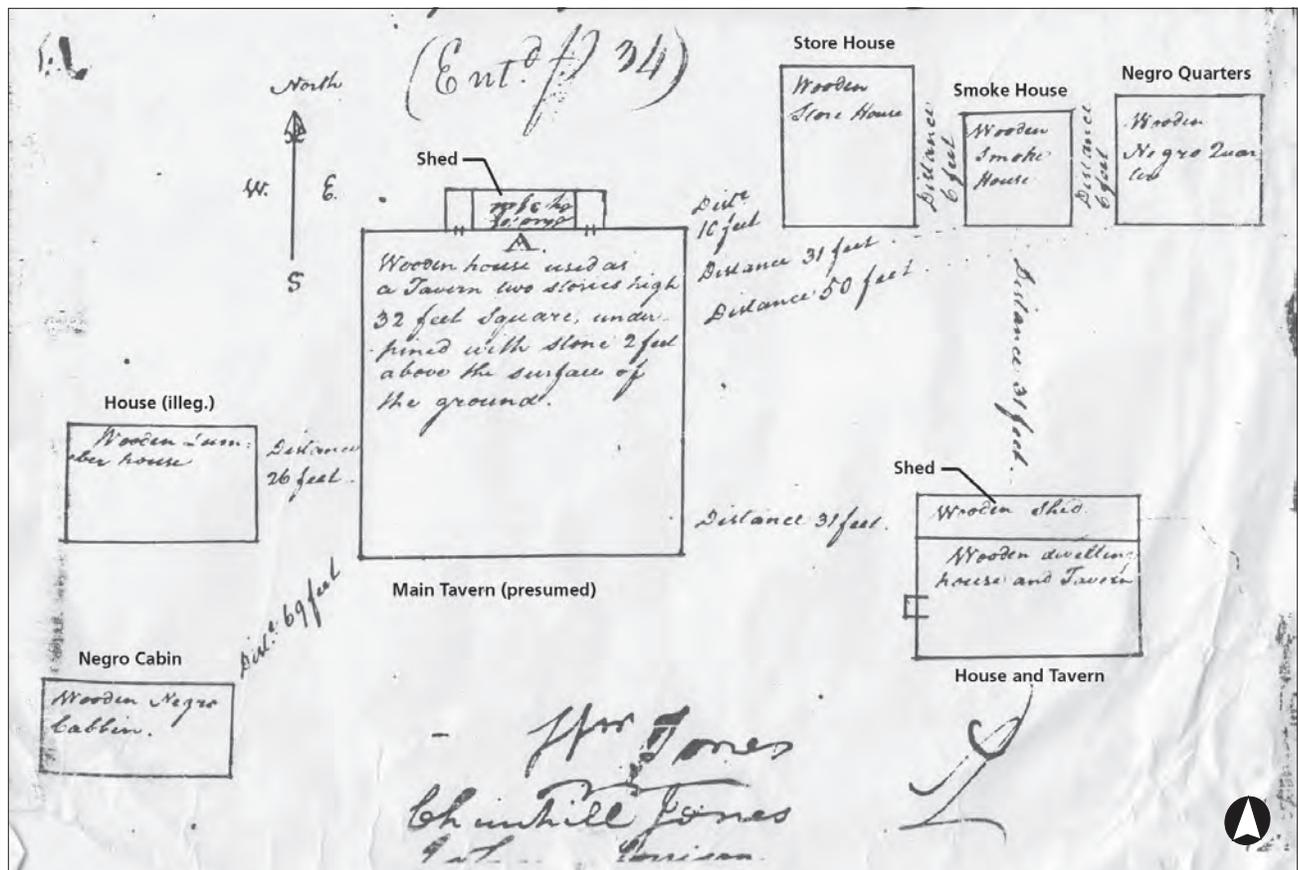


Figure 1.11. Map of the Wilderness Tavern and adjacent buildings in the former Spotswood clearing then owned by William Jones, 1805. The tavern was built in ca. 1775; the other buildings may have predated it. (Mutual Assurance Society Revaluation no. 567, August 7, 1805, Virginia State Library, from a copy at Fredericksburg and Spotsylvania National Military Park archives, annotated by SUNY ESF)

### Other Early Settlement in the Wilderness

Although the Wilderness was a lightly-settled district through the eighteenth century, it was along two main thoroughfares to markets in Fredericksburg—Germanna Road, also known as Culpeper Road, and Baylor’s Mountain Road, which became known as the Road to Orange (Orange Court House). Germanna Road was the more heavily settled road, with Germanna anchoring the north end and widely-spaced taverns, churches, and plantations along the stretch to Fredericksburg. One of the first taverns may have been the Wilderness Tavern that was opened in ca. 1775, along the south side of Germanna Road within the Spotswood clearing near Ellwood and Wilderness Bridge (see fig. 1.9).<sup>38</sup> The initial keeper of the tavern is not known, but William and Churchill Jones most likely had an interest in supporting what was the only public gathering place near their two plantations. William Jones’s interest culminated in his acquisition of the tavern and the surrounding 200-acre property, known as the Wilderness Tract, in ca. 1790. The tavern, which may have been initially housed in one of the old Spotswood buildings, was documented in 1805 as a two-story building that measured thirty-two feet square and stood on a stone foundation (fig. 1.11). It was part of a cluster of buildings that included a smaller frame house thirty-one feet to the east, which may have been the first tavern, along with two cabins for enslaved people, a store house, a smoke house, and another wooden building.<sup>39</sup>

The next closest tavern was about three miles to the east. It was opened by the Gatewood family in ca.1792, and was later known as Dowdall's Tavern (see fig. 1.9). It was across from Simpson's Meeting House, which was erected on land that belonged to the Brock family. In 1778, the meetinghouse became a church, which by the 1790s was known as The Church at the Wilderness, and later as Wilderness Church. Its namesake region then extended east into what was later known as Chancellorsville.<sup>40</sup>

The Spotswood family remained the dominant land owners along Germanna Road into the late eighteenth century. In ca. 1773, around the time the Jones brothers were establishing their plantations, John Spotswood, a grandson of the Governor, established a plantation known as Orange Grove, which was the neighbor of Ellwood to the north and Woodville to the west. The Orange Grove house was on the west side of Germanna Road and south of Flat Run near the present entrance to the Lake of the Woods subdivision (see fig. 1.9). At the time of Spotswood's death in 1801, Orange Grove contained about 2,500 acres and had a workforce of twenty-one enslaved people. The southern part of the plantation, including Flat Run and the northern portions of the existing Wilderness Battlefield park, was known as the "saw-mill tract," which contained about 1,200 acres. Spotswood died in 1801 and left Orange Grove to his son, John Spotswood, Jr.<sup>41</sup>

At the western extent of the Wilderness was Locust Grove, a 168-acre plantation that Thomas Robinson purchased from Alexander Spotswood in 1791. It was at the southwestern border of Spotswood's Alexandria Tract and east of Mine Run. The plantation buildings were approximately two miles north of the Road to Orange (Orange Plank Road), north of where the Orange Turnpike was later built (see fig. 1.9).<sup>42</sup>

At the southern extent of the Wilderness in western Spotsylvania County, including part of the existing Fawn Lake subdivision, was Greenfield, the plantation of Edward and Elizabeth Herndon (see fig. 1.9). In 1795, Richard Estes bought the 337-acre plantation, which later passed to his daughter and son-in-law, Nancy and Absalom Row. The plantation house, barns, shops, and cabins for enslaved people were about two miles south of the Road to Orange (Orange Plank Road), west of Brock Road.<sup>43</sup>

**ENDNOTES, TO 1800**

- 1 J. Lonsdale, "Geology of the Gold-Pyrite Belt of the Northeastern Piedmont Virginia" (PhD diss., University of Virginia, 1927); John Milner Associates, Inc. and HNTB, Draft Cultural Landscape Assessments: Sunken Road, Salem Church, and Chancellorsville Inn of Fredericksburg Spotsylvania National Military Park (Boston: National Park Service, 2004), 27, 36-37.
- 2 Ralph Happel, "A History of the Fredericksburg and Spotsylvania County Battlefields Memorial National Military Park" (Unpublished National Park Service report, 1955), 1-2.
- 3 Virginia Department of Conservation and Recreation "The Natural Communities of Virginia, Classification of Ecological Community Groups, Second Approximation (Version 2.5)," sections "The Piedmont Plateau," "Acidic Oak-Hickory Forests," [http://www.dcr.virginia.gov/natural\\_heritage/natural\\_communities](http://www.dcr.virginia.gov/natural_heritage/natural_communities) (accessed October 2018); National Park Service "Fredericksburg and Spotsylvania National Military Park, Nature and Science," section "Plants," <http://www.nps.gov/frsp/naturescience/plants.htm> (accessed October 2018).
- 4 Virginia Department of Education/Prince William Network "Virginia's First People: Past and Present, Geography," section "Climate & Vegetation," <http://www.doe.virginia.gov/instruction/history/virginias-first-people/geography/index.shtml> (accessed October 2018); John Lederer, The Discoveries of John Lederer, In three several marches from Virginia, to the West of Carolina, and other parts of the Continent: Begun in March 1669, and ended in September 1670 (London, 1672), 21, online transcript, <http://rla.unc.edu/Archives/accounts/Lederer/LedererText.html> (accessed October 2018).
- 5 "Virginia's First People: Past and Present, History," section "1600s."
- 6 David I. Bushnell Jr., "The Manahoac Tribes in Virginia, 1608," *Smithsonian Miscellaneous Collections*, 94 (1935), 12; "Virginia's First People: Past and Present, History," section "1600s."
- 7 Happel, 2.
- 8 Virginia Department of Education/Prince William Network "Virginia's First People: Past and Present, Geography (2013)," section "Climate & Vegetation," [http://virginiaindians.pwnet.org/geography/climate\\_vegetation.php](http://virginiaindians.pwnet.org/geography/climate_vegetation.php) (accessed June 2013).
- 9 "Virginia's First People: Past and Present, History," section "1600s."
- 10 Bushnell, 9.
- 11 Paula Felder, *Forgotten Companions: The First Settlers of Spotsylvania County and Fredericksburg Town* (with notes on early land use) (Fredericksburg: Historic Publications of Fredericksburg, 1982), 4-5; Virginia Department of Transportation (DOT), "History of Virginia Roads," <http://www.virginiadot.org/about/resources/historyofrds.pdf> (accessed July 2013). Virginia DOT; The name Wilderness was in use by 1751, when the "Wilderness Run" was documented on Fry and Jefferson, "A Map of the Most Inhabited Part of Virginia," published 1755, Library of Congress, digital ID g3880xt00370.
- 12 Frank S. Walker, Jr. *Remembering: A History of Orange County, Virginia* (Orange, Virginia: Orange County Historical Society, 2004), 46, 78.
- 13 Felder, 10-13; James Power Smith, "Notes on the Ellwood House, Spotsylvania County, Virginia," *The Virginia Magazine of History and Biography*, volume XLIV, no. 1 (January 1936), 2; Walker, 84; Peter G. Rainey, *Germanna Road: Three Hundred Year History of Lower Orange County, Virginia, with particular attention to the Alexandria Tract and Lake of the Woods* (Bloomington, IN: Authorhouse [self-published], 2010), 1, 5. Colonial governors did not often reside in the colonies and left most of the day-to-day governance to the lieutenant governors who represented them on colonial soil.
- 14 Felder, 10-13; Rainey, *Germanna Road*, 14; Walker, 84.
- 15 Rainey, *Germanna Road*, 9.
- 16 Betty Churchill Lacy, "Memories of a Long Life, 1903 manuscript, in K. Porter Clark, editor, *Fredericksburg History and Biography*, volume III (2004), 4; Avery O. Craven, *Soil Exhaustion as a Factor in the Agricultural History of Virginia and Maryland, 1606-1860* (Columbia, South Carolina: University of Southern Carolina Press, 2006), 25-72; James R. Mansfield, *A History of Early Spotsylvania* (Orange, Virginia: Green Publishers, Inc., 1977), 131-135.
- 17 Felder, 20, 30-31; W. W. Scott, *A History of Orange County, Virginia* (Everrett Waddey Co., 1870), chapter II, online transcription, *New River Notes*, [https://www.newrivernotes.com/topical\\_books\\_xxxx\\_history\\_of\\_orange\\_county.htm](https://www.newrivernotes.com/topical_books_xxxx_history_of_orange_county.htm) (accessed October 2018), citing a 1730 Act defining the boundary of the Parish of St. Mark, which in 1734 became the Orange County boundary with Spotsylvania County.
- 18 Walker, 21. According to Walker, the boundary between Orange and Spotsylvania counties was never established by a

known survey, and exists “by virtue of established custom and general agreement.” At the time Orange County was established, this boundary was the boundary of the parish of St. Mark’s.

19 Mansfield, 13, 48; Felder, 228-229; Noel Harrison, “The Origins of the Wilderness: Part I-The Soil,” *Mysteries and Conundrum*, Blog of Fredericksburg and Spotsylvania National Military Park historians, <https://npsfrsp.wordpress.com/2010/07/15/the-origins-of-the-wilderness-part-i-the-soil/> (accessed November 26, 2018).

20 Felder, 25; Mansfield, 31; Rainey, Germanna Road, 16, 27. Early on, Spotswood lost his German workers over inadequate living conditions and broken contracts, and began staffing his mines and plantations with enslaved Africans, who had little legal recourse to object to their treatment.

21 Orange County road orders 1734-1739, quoted in Rainey, Germanna Road, 28.

22 Betty Churchill Lacy, 4.

23 Walker, 84, 56.

24 Williss, 9; Smith, 2; Bettie Churchill Lacy, 4. The extent of the clearing is not known.

25 Deed, Alexander and Elizabeth Spotswood to William Jones, 1 April 1788, Spotsylvania County land records, liber L, pp 353-37, quoted in Williss, 10.

26 Mansfield, 134; Virginia County Records, Spotsylvania County, 1721-1800, [http://brittlebooks.library.illinois.edu/brittlebooks\\_open/Books2009-09/virghi0001vircou/virghi0001vircou\\_ocr.txt](http://brittlebooks.library.illinois.edu/brittlebooks_open/Books2009-09/virghi0001vircou/virghi0001vircou_ocr.txt) (accessed March 27, 2014); Pat Sullivan, “Greenfield and the Battle of the Wilderness” Spotsylvania Memory blog, March 18, 2014, [www.spotsylvaniamemory.blogspot.com](http://www.spotsylvaniamemory.blogspot.com) (accessed December 19, 2018).

27 G. Frank Williss, “Ellwood, Historical Data, Historic Structure Report, Fredericksburg and Spotsylvania County Battlefields Memorial National Military Park” (Unpublished National Park Service Report, Denver Service Center Historic Preservation Branch, 1980), 8; James Power Smith Jr., “Notes on the Ellwood House,” *The Virginia Magazine of History and Biography*, vol. XLIV, no. 1 (January 193), 4; Carolyn Jones Elstner and Katherine Porter Clark, *Dear Old Ellwood: A Home in the Wilderness* (Washington, Virginia: Rappahannock Historical Society, 2016), 16. Elstner and Clark note that William Jones encountered John Spotswood; Smith says his name was Alexander.

28 Betty Churchill Lacy, “Memories of a Long Life, 1903 manuscript, in K. Porter Clark, editor, *Fredericksburg History and Biography*, volume III (2004), 4.

29 Smith, 5; Tim O. Rockwell, “Archeological Research and Survey, Ellwood Manor (Lacy House)” (Unpublished report prepared for the National Park Service, 1978), 12; Betty Churchill Lacy, 6; Clarence Geier, Kimberly Tinkham, Laren Bangs, and Tiffane Jansen, The Department of Sociology and Anthropology, James Madison University, “Ellwood (44OR01700): Archeological Investigation and Analysis of the Mid-19th Century Plantation Plan and Associated Circulation Features” (Unpublished report prepared for the National Park Service, 2008), 113-114.

30 Elstner and Clark, page 21, notes the acreage at 262 acres.

31 Smith, 5; Ronald W. Johnson, “Preliminary Historic Resource Study, Chatham” (Unpublished National Park Service Report, October 1982), 60; Deed reference in Williss, 8; Alexander Spotswood to Churchill Jones, lease, 13 September 1775, Spotsylvania County Land records, liber J, part 1, page 118.

32 A plot of the 642 acres as later sold to William Jones shows that the property included the land east of Wilderness Run. This lease may have replaced the earlier one signed by Churchill, since it again referred to use of the property by William Jones, Churchill Jones, and Betty Jones, and it seems unlikely they would have moved from the place they had been improving over the previous few years.

33 Indenture, Alexander Spotswood to William Jones, 17 February 1777, Spotsylvania County land records, liber J, part 1, pages 125-158.

34 Elstner and Clark, 26; Works Progress Administration, Historical Survey, “Ellwood,” February 18, 1936, Central Rappahannock Historic Center, item 1999-006-001-038 (The Lyons Farm at the time was the Tanner Farm). The source for the WPA survey was Miss Sallie Lacy of Fredericksburg.

35 Smith, 5; Williss, 12, 36; Elstner and Clark, 23.

36 Penelope Hartshorne Batcheler, Reed L. Engle, and Bonnie J. Halda, “Historic Structure Report, Architectural Data Section, Ellwood” (Unpublished report, National Park Service, 1992), 227.

37 Smith, 4; Elstner and Clark, 30-31.

38 The location of the tavern on the south side of the old Germanna Road is suggested by a trace of the old roadbed that was visible north of the tavern into the 1930s. Statement of F. H. Johnson about the old Wilderness Tavern (on park letterhead), April 9, 1935, Ellwood site files, Fredericksburg and Spotsylvania National Military Park archives, Chatham.

39 Mutual Assurance Society Revaluation no. 567 for William Jones (Wilderness Tavern), August 7, 1805, Virginia State Library.

40 Betty Lacy, "Memories of a Long Life," 4; "History of the Wilderness Baptist Church, Spotsylvania County, Virginia (1778-2009)", [http://www.wildernessbaptistchurch.org/history/History%20of%20the%20Wilderness %20Baptist%20Church.pdf](http://www.wildernessbaptistchurch.org/history/History%20of%20the%20Wilderness%20Baptist%20Church.pdf) (accessed November 15, 2018).

41 Peter G. Rainey, Finding Culpeper Mine Road (Locust Grove, Virginia: Self-published, 2012), 23, 37.

42 Peter G. Rainey, Germanna Road, Three Hundred Year History of Lower Orange County (Bloomington, Indiana: AuthorHouse, 2010); Pat Sullivan, "Sarah Jane Daniel," Spotsylvania Memory blog, <http://spotsylvaniamemory.blogspot.com/search?q=locust+grove> (accessed November 19, 2018).

43 Pat Sullivan, Spotsylvania Memory blog, "Greenfield and the Peculiar Institution," <http://spotsylvaniamemory.blogspot.com/2011/09/greenfield-and-peculiar-institution.html> (accessed November 20, 2018).

## ANTEBELLUM PERIOD, 1800–1861

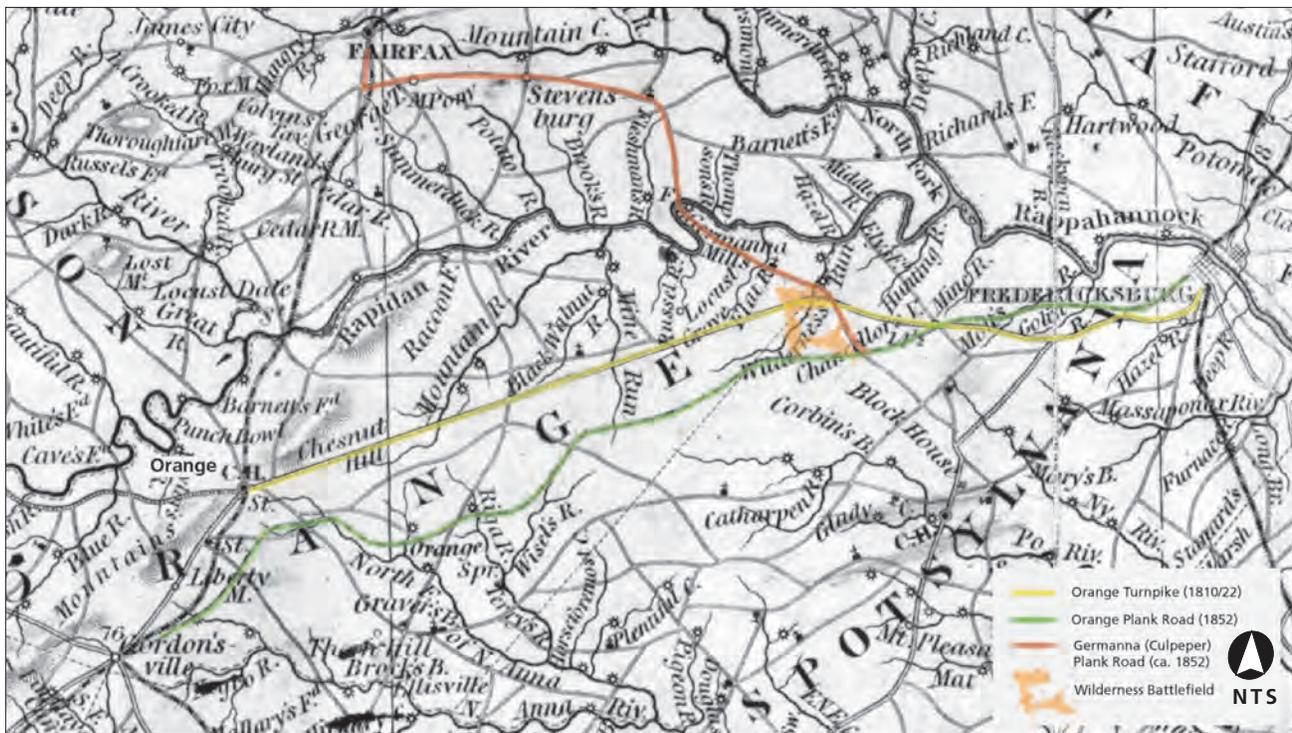
The plantations along Wilderness Run established by the Jones family—Ellwood and Woodville—formed the core open space in the heavily wooded Wilderness through the antebellum decades. Several other farms were established, but they were small, isolated places in the wooded outskirts of the plantations. Construction of the Orange Turnpike, followed by the Orange Plank Road, reinforced the Wilderness as a regional crossroads, while mines brought in new investors who revived the region’s history of resource extraction.

### ROADS

Although the Wilderness remained a sparsely settled region with little industry or commerce during the first half of the nineteenth century, it was crossed by roads that connected the growing and more prosperous areas of Virginia to the west with established market towns in the Tidewater. The importance of these routes resulted in construction of three improved roads and the beginnings of a railroad during the antebellum decades.

Figure 1.12. Map of Virginia showing approximate routes of the Orange Turnpike built between 1810 and 1822, and the later plank roads to Orange Court House and Germanna/Culpeper (Fairfax), 1827 updated to 1859. (Detail, Herman Boye, “A Map of the State of Virginia,” Library of Congress, digital ID gmd/g3880.ct006369, annotated by SUNY ESF)

The first major road improvement through the Wilderness was the Orange Turnpike (current Route 20, and Route 3 east of Wilderness Run), a private toll road authorized in 1810 as a replacement for the old Road to Orange, originally Baylor’s Mountain Road (Orange Plank Road, current Route 621). Built by the Swift Run Gap Turnpike Company, the road was planned to connect Fredericksburg to the Swift Run Gap in the Blue Ridge Mountains, via the county seat of Orange, known as Orange Court House (fig. 1.12). The turnpike was



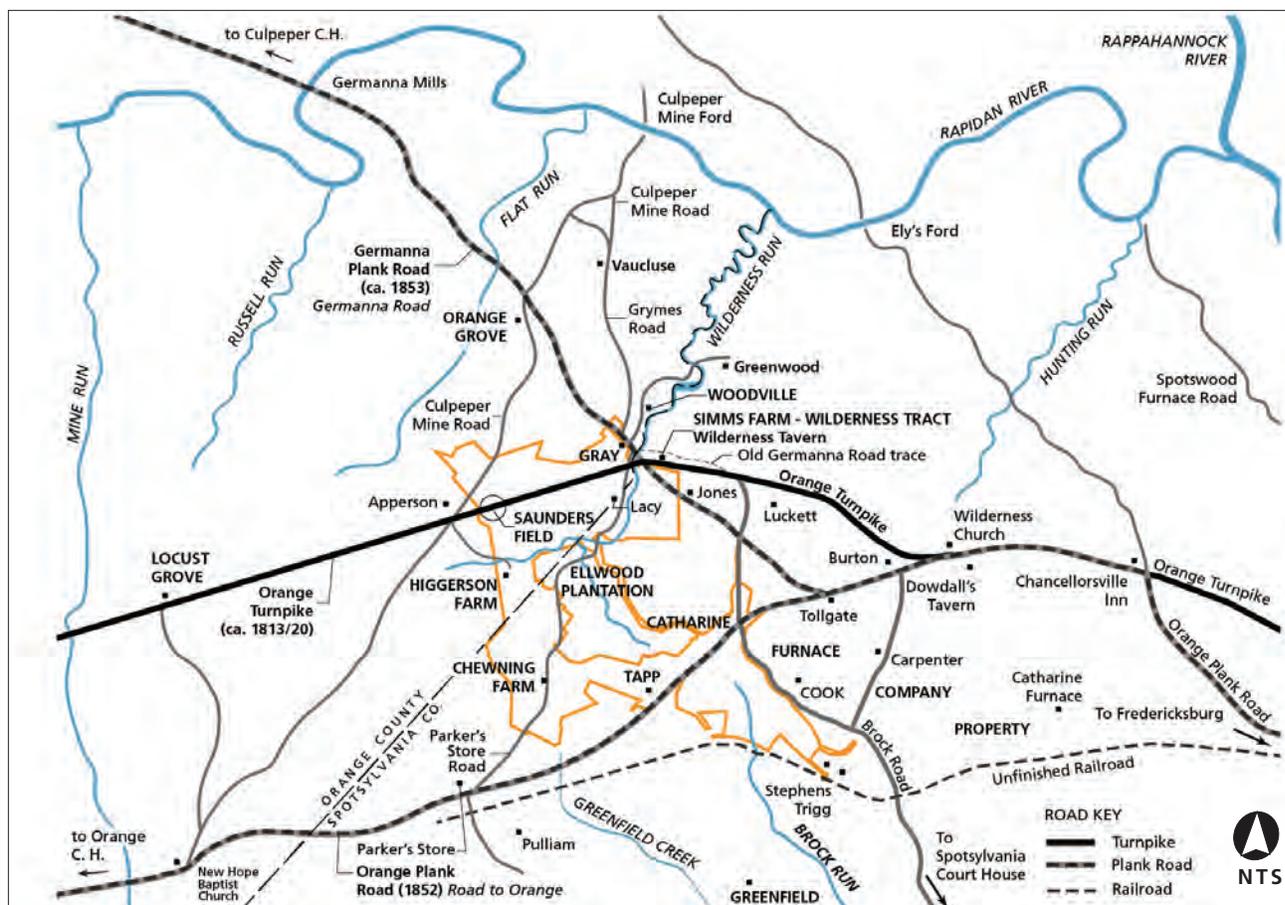
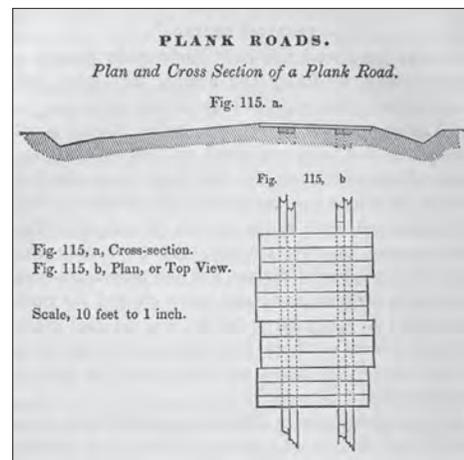


Figure 1.13. Map of the Wilderness showing approximate location of natural features, roads, mines, plantations, and farms to ca. 1861. Properties in bold uppercase are described in the section “Antebellum Wilderness Community.” The orange lines indicate the existing boundaries of the national military park. (SUNY ESF)

completed through the Wilderness between 1813 and 1820, and to Orange Court House by 1822, but was never extended to Swift Run Gap, and thus became known as the Orange Turnpike, or Orange Court House Turnpike. The company was authorized to purchase or condemn private property for construction of the turnpike, which included strips through William Jones’s Ellwood Plantation and Wilderness Tract. The route of the turnpike through Ellwood was on a new alignment west of Wilderness Tavern where the road turned southwest toward Orange Courthouse, crossing a new bridge over Wilderness Run. To the east, the turnpike was south of Wilderness Tavern, leaving the old bed of the Germanna Road to the north (fig. 1.13).<sup>1</sup>

Plantation owners and farmers relied on the Orange Turnpike to get their products to markets in Fredericksburg, Culpeper, and other larger towns in the region. The turnpike company, however, was not able to maintain the entire road in good condition. In 1832, the Swift Run Turnpike Company reported (probably optimistically), “The road extends to Orange court-house (36 1/8 miles), about 30 of which are in very good order—the remaining portion is only tolerable.”<sup>2</sup> The condition of the Orange Turnpike apparently continued to worsen through the 1840s, because by the end of the decade, a new company was formed to build a plank road in its place.

With the availability of water- and steam-powered mills that could mass-produce wood planks, the practice of paving an entire road with wood became practical by the 1840s, financed by state-chartered, private companies that charged tolls to cover the cost of construction and maintenance. Known as plank roads, these roads were paved in heavy timber planks, each generally eight feet long and three or four inches thick, fastened on wood stringers (fig. 1.14). To save costs, plank road companies often covered only half of the roadbed in planks, leaving half in earth and gravel for use as a passing lane.<sup>3</sup>



**Figure 1.14. Diagram of typical plank road construction, showing plank-paved section and unpaved lane at left part of road, with drainage ditches to either side. (W. M. Gillespie, *A Manual of The Principles and Practice of Road-Making*, 1853)**

Incorporated in 1850, the Fredericksburg and Valley Plank Road Company was chartered by the state to build a plank road from Fredericksburg west to the Shenandoah Valley town of Harrisonburg. The company was also authorized to build a spur to Culpeper Court House. According to the company's state charter, these two roads were to be constructed with planks at least eight feet wide, on a grade not to exceed three degrees, and with toll gates every five miles. An unpaved way was also maintained next to the planked portion of the road. Construction of the new roads, completed in 1852, required an enormous quantity of timber cut from nearby forests—probably those that had grown back from tobacco farming and iron mining in the eighteenth century.<sup>4</sup>

The main plank road, which became known as the Orange Plank Road, was completed by 1853. It followed the old Orange Turnpike through Chancellorsville and then turned onto the Old Road to Orange (current Route 621) near Wilderness Church, bypassing Wilderness Tavern and Ellwood (see fig. 1.13). The company may have left the turnpike alignment at this point to avoid crossing Wilderness Run in order to keep the plank road at the less-than-three percent grade that was stipulated in its state charter. A mile and a half west of Wilderness Church was the intersection of the company's Germanna Plank Road, which was built between 1851 and 1853. It extended northwest on a new alignment through property of the Catharine Furnace Company and Ellwood before joining the old Germanna Road west of Wilderness Run. A tollgate was built at the Orange Plank Road intersection. The Fredericksburg and Valley Plank Road Company maintained the two plank roads through the 1850s.<sup>5</sup>

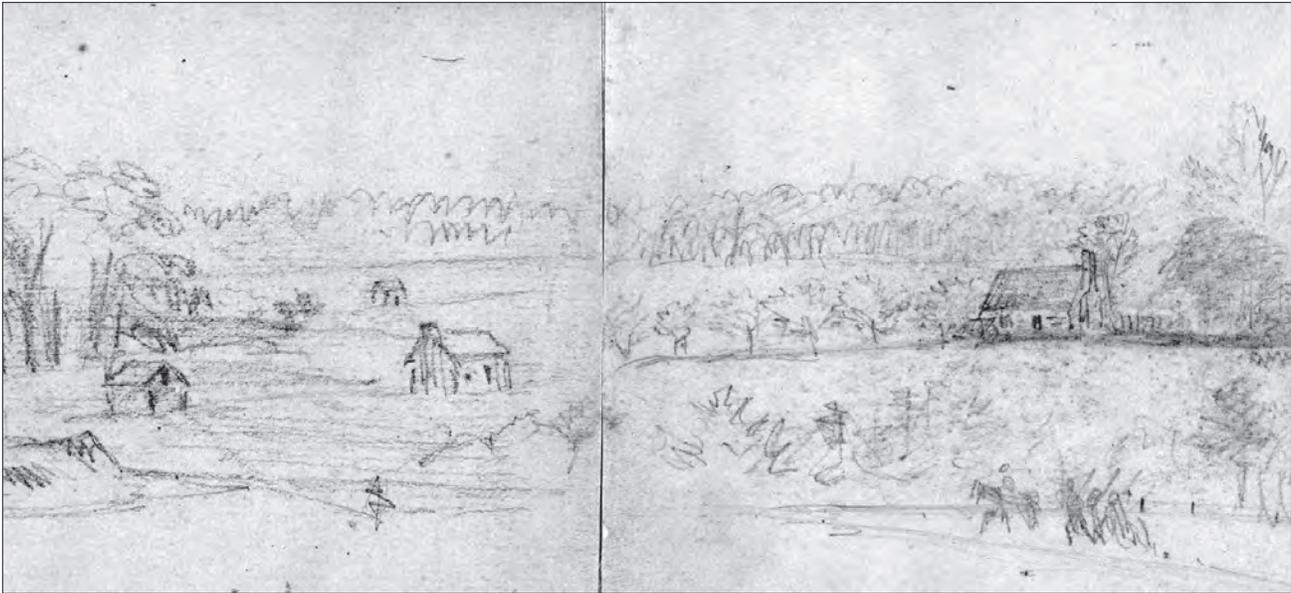
While plank roads remained popular prior to the Civil War, they faced increasing competition from railroads. Rails were developed nation-wide beginning in the 1830s, but construction along the Orange Turnpike and Orange Plank Road corridor did not occur until the 1850s. In 1853 as work was being completed on the plank roads, the state chartered a company to construct a railroad from Fredericksburg to Gordonsville, to connect with a rail line to Charlottesville; the charter was soon changed to have the line run to Orange Court House. By 1857, eighteen miles of the Fredericksburg & Gordonsville Railroad had been graded through the Wilderness parallel and south of the Orange Plank Road. That year, the company failed, leaving just the graded bed complete to a point near Parker's Store, southwest of Ellwood (see fig. 1.13).<sup>6</sup>

### **ANTEBELLUM WILDERNESS COMMUNITY**

By the eve of the Civil War, the Wilderness remained a loosely-knit rural community with Ellwood and Woodville at its core. There was no social or commercial center—individual buildings such as the Wilderness Tavern, Parker's Store, and Wilderness Church served as gathering places. While there were several smaller plantations and farms established during this period in and near the future national military park, along with several gold mines, a blacksmith, stores, and a tannery, overall the Wilderness remained lightly developed. The rolling land, dense second-growth woods, web of creeks and small secondary roads, and confusing alignment of the main roads provided little clear organization to the landscape.

During the first half of the nineteenth century, the center of Orange County shifted from the Germanna Road corridor southwest toward the county seat, Orange. This was due in part to the decline of Germanna and the influence of the Spotswood family, but also to the marginal agricultural lands of the Wilderness. As improved transportation and expanded national boundaries opened new fertile lands in the West, there was little additional agricultural settlement in the Wilderness, and the size of individual farms slowly decreased across the region, from 209 improved acres in 1850 (aside from Ellwood, the farms within the Wilderness were smaller), to 186 acres in 1860. Most farms relied on the plantation economy powered by enslaved labor. In 1820, the median number of enslaved people per plantation in Orange and its neighboring county was 21.5 individuals. With the decline of agriculture, this number dropped to 18.7 enslaved people in 1860.<sup>7</sup>

Farm buildings in the Wilderness were typically clustered along a minor road off the main roads. The typical antebellum farm house was constructed of log or milled framing and occasionally brick, with exterior end chimneys, a gable roof, and clapboard siding (fig. 1.15). Typical outbuildings, which were often to the side or rear of the house or in scattered outlying locations, included a kitchen,



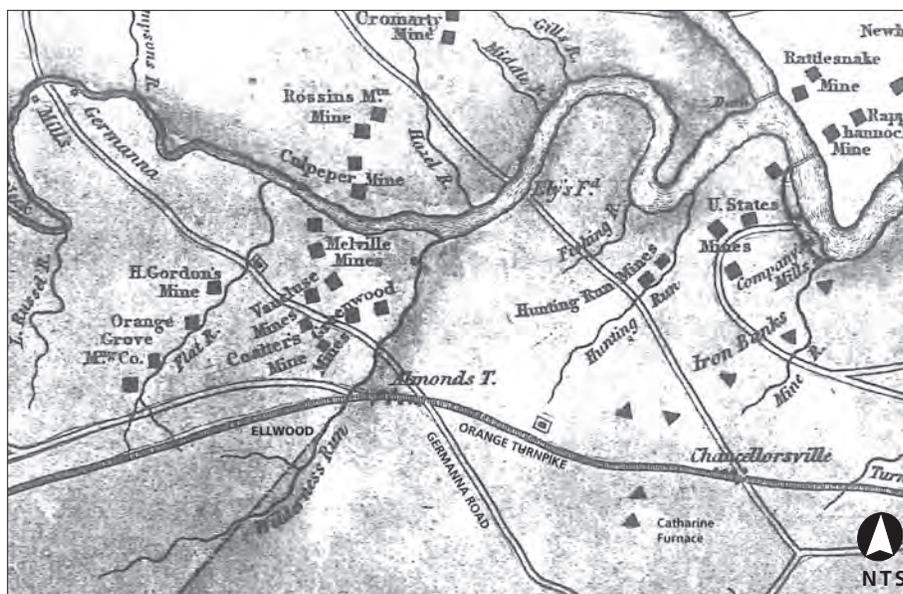
**Figure 1.15.** A war-time sketch of a farm in the Wilderness showing typical house, orchard (left of house), fenced fields, and scattered outbuildings, 1864. This may be the farmhouse associated with Woodville Plantation, which was documented in 1867 as belonging to Childress, looking northwest toward Vacluse. (Detail, Alfred Waud, "In front of Sedgwick May 6 1864," Library of Congress, digital ID ppmcsca-21525)

barns, smoke houses for curing meat, a dairy, storage buildings, and in the case of larger farms and plantations, cabins for enslaved laborers. Livestock barns were not common as farmers generally favored open log stables. Trees, which provided shade and blocked winds, were maintained near buildings, and most farms had an orchard. These core areas of a farm were enclosed by fences with an ornamental character, such as whitewashed picket fences. Utilitarian wood fences often enclosed the surrounding fields. These may have included cross-and-rail, Virginia stake and rail, or Virginia snake types. Most nineteenth century farms in the area focused on grain and livestock production, with some tobacco. Mainstay crops included corn, oats, potatoes, and hay.<sup>8</sup>

The only industry that rivaled the economic importance of agriculture in the Wilderness during the first half of the nineteenth century was mining, which had spurred initial settlement and industry during the early eighteenth century, but did not emerge again as a major economic activity until the 1820s. Gold mining began in the 1820s along the gold-pyrite belt that stretched southwest to northeast across the Wilderness west of Wilderness Run. In 1826, a large gold nugget was discovered at Ellwood. By 1836, there were seven gold mines operating, plus three more north of the Rapidan River (fig. 1.16). Iron mining and manufacturing also was revived, but was concentrated to the east, near Chancellorsville. The largest operation was the Wellford's Fredericksburg Iron and Steel Manufacturing Company that acquired more than 4,600 acres, stretching east from the boundary of Ellwood to south of Chancellorsville. East of Brock Road, the company built a large iron smelting and manufacturing plant in 1837, known as Catharine Furnace. The company later took on this name.<sup>9</sup>

Gold during this time was typically mined from quartz veins in shallow surface pits, and later from deeper shafts; at its height, production in Virginia averaged about 3,000 ounces annually between 1840 and 1849, and then fell sharply

Figure 1.16. Map of gold (square) and iron (triangle) mines in the Wilderness and surrounding areas, 1836. “Almonds T.” is Wilderness Tavern. (Detail, W. A. Jackson, “Fredericksburg and Philadelphia Mining District Map,” Virginia Historical Society, Map F221 1836:1, annotated by SUNY ESF)



following the discovery of gold in California. The operation of gold mines in the Wilderness led to construction or use of numerous minor roads through the woods of the region, such as the road to the Culpeper Mine along the Rapidan River that extended from New Hope Baptist Church along the Road to Orange northeast across the Orange Turnpike and through the Spotswood plantation, Orange Grove (see fig. 1.13). An eastern leg from Germanna Road, known as Grymes Road, extended north through Woodville Plantation to the Grymes family plantation, Vaucuse, where there was a large gold mine.<sup>10</sup>

#### Ellwood Plantation <sup>11</sup>

Through the first half of the nineteenth century, William Jones’s Ellwood remained the most prominent plantation within the Wilderness, centered along the Wilderness Run in expansive open fields that straddled the crossroads of the Orange Turnpike and Germanna Road. Also within the large clearing was Woodville, the plantation of Churchill Jones established around the same time in the 1770s. William and Churchill remained very close, and the two families reportedly dined together four days a week. North and east of Woodville, also within the clearing along Wilderness Run, was Greenwood, the plantation established by the Thornton family. Greenwood became the home of William Jones’s second wife. All three plantations shared ownership and operations at various times during this period.<sup>12</sup>

At the core of antebellum Ellwood was the 642-acre tract that William Jones first leased from the Spotswood estate in 1777. With outlying properties, which extended south to Orange Plank Road, Ellwood encompassed more than 2,000 acres at its height. At one point, William Jones owned nearly 5,000 acres, a figure that most likely included property at Ellwood and Woodville, as well as the

Chatham plantation in Stafford County that William Jones also inherited from his brother Churchill Jones in 1822.<sup>13</sup>

The core of the Ellwood agricultural operation was at the clearing that surrounded the Ellwood house and Wilderness Tavern. According to the 1810 census, William Jones ran the Ellwood plantation with seventy-three enslaved people, who raised wheat, corn, potatoes, hemp, flax, and tobacco. Ellwood also included herds of cattle and sheep, along with pigs, horses, and oxen. By the census of 1860, the plantation was producing peas, beans, Irish potatoes, sweet potatoes, wheat, oats, butter, and wool. Other income sources for the plantation included real estate, rent, and timber, probably sold in part to the local iron industry or to build the plank roads during the 1850s.<sup>14</sup>

By the late antebellum period, most of the Ellwood plantation was wooded, probably including extensive areas of cutover woods characterized by dense second-growth vegetation. Within these wooded areas were small farm clearings at the southern end of the plantation that had their own tenants or overseers. One clearing was north of Orange Plank Road and was leased to the Tapp family by the 1840s. A second clearing was north of the Tapp farm, crossed by Parker's Store Road and the South Branch of Wilderness Run within Spotsylvania County. Around 1823, William Jones hired William V. Chewning, an employee of the Locust Grove plantation, to oversee this farm and live in a house in the clearing. Chewning soon found out that the southern part of the clearing, south of the house, was not within the Ellwood boundaries. He acquired this property in 1825 and built a new house for his family there (see Chewning Farm section). The northern part of the clearing within Ellwood became known as the Jones Field; the overseer's house there was removed prior to the Civil War.<sup>15</sup>

William Jones remained the proprietor of Ellwood well into the nineteenth century. His first wife, Betty Churchill Jones, died in 1823 and five years later he married Lucinda Gordon. William Jones had one daughter from his first marriage, Hannah Jones Coalter, and one from his second, Betty Churchill Jones. Hannah and her husband, John Coalter, lived at Chatham following Churchill Jones's death in 1822. In 1845, William Jones died at the age of ninety-five, and was interred in the family burial ground located in the middle of the field south of the Ellwood house, where his first wife Betty and brother Churchill were also buried. He left Ellwood to his wife, Lucinda Gordon Jones, where she continued to live until 1847, when she married John Green and per the provision of her late husband's will, had to convey Ellwood to her daughter, Betty Churchill Jones. Lucinda then moved to Greenwood, the Thornton family plantation north of Ellwood. In 1848, Betty married J. Horace Lacy, and the couple made Ellwood their home where they lived year-round until 1857, when they moved to Chatham following the death of Hannah Coalter. Ellwood became the Lacy family's summer home. They sold off some of the Ellwood acreage, notably the 200-acre Wilderness Tract that

Figure 1.17. The Ellwood house looking south from the Orange Turnpike showing the north side of the house and surrounding outbuildings, orchard, and fields, photographed 1866. The buildings to the right of the house were slave quarters; the building left of center surrounded by trees was an ice house. Several antebellum outbuildings had been lost by the time of this photograph. (American Antiquarian Society)



included Wilderness Tavern, but the Lacys still owned upwards of 4,000 acres by the eve of the Civil War.<sup>16</sup>

The main house of Ellwood built in ca. 1790 remained the center of the plantation through the antebellum decades. Located on a rise, it was a landmark visible from the Orange Turnpike and Germanna Road across broad open fields (fig. 1.17). The house was accessed by a north-south road with an entrance off Germanna Road, and after ca. 1813, the new roadbed of the Orange Turnpike. This north-south road continued southwest through a series of woods roads across the Jones Field and toward Parker's Store on the Orange Plank Road (see fig. 1.13).<sup>17</sup>

Ellwood Plantation included a second complex of buildings along the Orange Turnpike and Germanna Plank Road northeast of the main house. These included Wilderness Tavern that was subdivided from the plantation in 1855. On William Jones's land about 1,700 feet to the east along the south side of the turnpike was a blacksmith shop and possibly another shop that had housed a tailor or cooperage. Due south along the north side of Germanna Plank Road was a farmstead occupied by W. W. Jones, who may have been the overseer of the Ellwood Plantation.<sup>18</sup>

#### **Orange Turnpike Places**

Prior to the completion of the Orange Plank Road by 1853, the Orange Turnpike was the main road heading west through the Wilderness. East of Wilderness Run, the turnpike ran through woods except for where it passed Ellwood and a smaller

farm clearing near Brock Road owned by John R. Luckett in 1861 (see fig. 1.13). West of Ellwood, there was another farm clearing known as Saunders Field, near the intersection of Culpeper Mine Road, also known as Spotswood Road because it led to the Spotswood Plantation, Orange Grove. Just west of Saunders Field and Culpeper Mine Road was the Apperson Farm, a 170-acre property acquired by Alfred Apperson and Malinda Jones in ca. 1850. Other small farms were within the woods far from the turnpike, including a small farm clearing of unknown ownership off Culpeper Mine Road northeast of Saunders Field, on land that was probably once part of Orange Grove.<sup>19</sup>

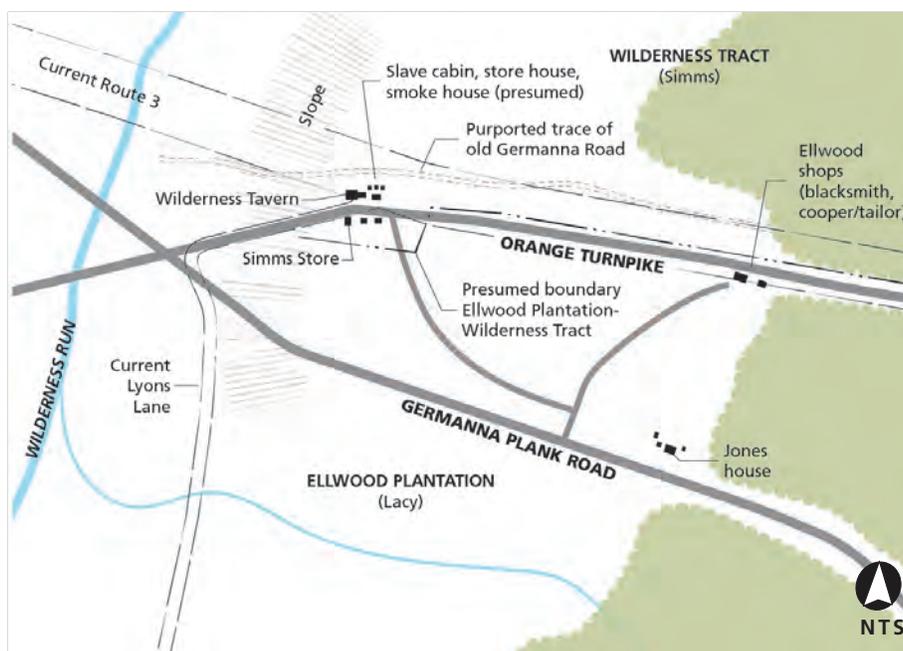
### *Wilderness Tract*

One of the important landmarks of the Wilderness during the antebellum years was Wilderness Tavern, which sat directly on the Orange Turnpike. It was part of a second group of plantation buildings owned by William Jones of Ellwood, located on his 200-acre Wilderness Tract east of Wilderness Run. This was the site of the old Spotswood clearing near Wilderness Bridge that by 1805 contained a cluster of seven buildings, some of which may have been built by the prior Spotswood owners. These buildings housed shops that supported the Ellwood, Woodville, and Greenwood plantations, including a blacksmith, tailor, cooperage, and mercantile store.<sup>20</sup>

With construction of the Orange Turnpike in the early 1810s, Wilderness Tavern was located directly on the new main road between Fredericksburg and Orange (see fig. 1.13). The tavern went by several names, depending on who operated the business through agreements with William Jones. In 1816, it was known as Colin's Tavern.<sup>21</sup> This was a hostelry that served as a transfer point for travelers heading north on the Germanna Road to Culpeper, since the intersection was just down the hill from the tavern. In 1835, for example, travelers on the Fredericksburg-Orange stagecoach line got off at Wilderness Tavern to ride John Almond's "two horse hacks" bound for Culpeper.<sup>22</sup> John Almond was then presumably operating the tavern and leasing the surrounding buildings, which became known as Almonds Town, from William Jones. The mini gold-rush of the 1830s led to increased business for Wilderness Tavern, and helped support other enterprises in the tavern complex and nearby along the turnpike. Business eventually dropped off, especially after construction of the Orange Plank Road in 1852. The new road bypassed the old Orange Turnpike and Wilderness Tavern, although the new Germanna Plank Road crossed a short distance down the hill (fig. 1.18).<sup>23</sup>

William Jones's daughter, Betty Jones, inherited the 200-acre Wilderness Tract along with the rest of the Ellwood plantation in 1847, and presumably continued to lease the property to the Almonds or other tenants to run the tavern and related businesses. In 1855, however, Betty and her husband J. Horace Lacy sold the Wilderness Tract to Leonard Wharton; the parcel included the complex of

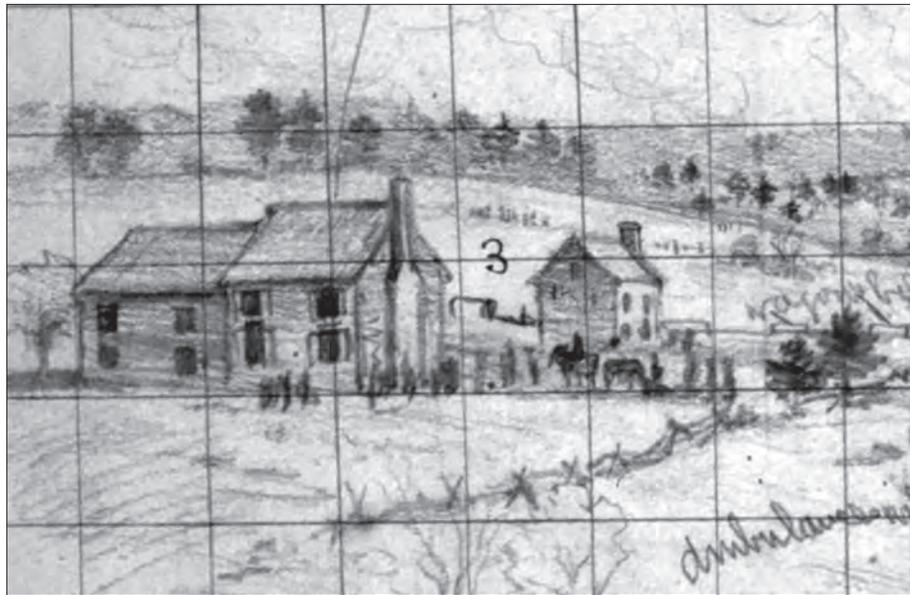
Figure 1.18. Map showing locations of roads and buildings in the Wilderness Tract that belonged to the Simms family in 1859. (SUNY ESF, based on Michler, *Wilderness Battlefield, 1867*, and Mutual Assurance Society Revaluation no. 567, 1805)



buildings around Wilderness Tavern, but not the shops to the east (see fig. 1.18). Wharton's family lived in the tavern building and continued to operate a store in the building across the turnpike, but only took in occasional paying guests at the tavern. Soon after acquiring the property, the store was destroyed by fire. The *Daily Dispatch* of June 20, 1855 reported that Wharton and the clerk of the store returned about 10 p.m., "and the clerk had hardly gone to bed in the storehouse before it was in flames. He saved nothing but the books and the cash drawer, but ever thing else was destroyed."<sup>24</sup> Wharton probably soon rebuilt a square, two-story building with the gable facing the turnpike. He died not long after, and the Wilderness Tract passed to Frederick Foster, and in 1859, to William M. Simms, who continued to operate the store on the south side of the turnpike and lived with his family in the tavern building. At the time, it was known as the Old Wilderness Tavern—an indication of its bygone use as a hostelry. Like prior owners and occupants, Simms also farmed the land and in the 1860 census listed himself as both a farmer and merchant. Eighty acres were improved farmland, while 120 acres were woods and marsh. Enslaved people had long worked the land, as reflected in the 1805 insurance survey that indicated at least two cabins for enslaved laborers in the tavern complex. In 1860, William Simms enslaved ten people.<sup>25</sup>

The Wilderness Tavern was a heavy-timber-frame two-story building with a lower two-story wing that faced south toward Ellwood from the north side of the turnpike (fig. 1.19). The larger section was probably the two-story 32-foot-square house and tavern documented on the 1805 insurance survey (see fig. 1.11), while the two-story wing was built later, probably after construction of the turnpike between 1812 and 1820. Across the turnpike from the tavern was the two-story

Figure 1.19. Wilderness Tavern established in ca. 1775, looking southeast at the rear of the building and the presumed Wilderness Store (tavern dependency) to the south as they appeared in 1864. The tavern was located on or adjacent to the present eastbound lanes of Route 3. (Detail, Edwin Forbes, "General view of the Battle of the Wilderness, from a point north of the tavern....", Library of Congress, digital id ppmsca-22559)



Wilderness Store that was mostly likely built following the 1855 fire. After 1859, it was known as Simms Store.<sup>26</sup>

#### *Saunders Field*

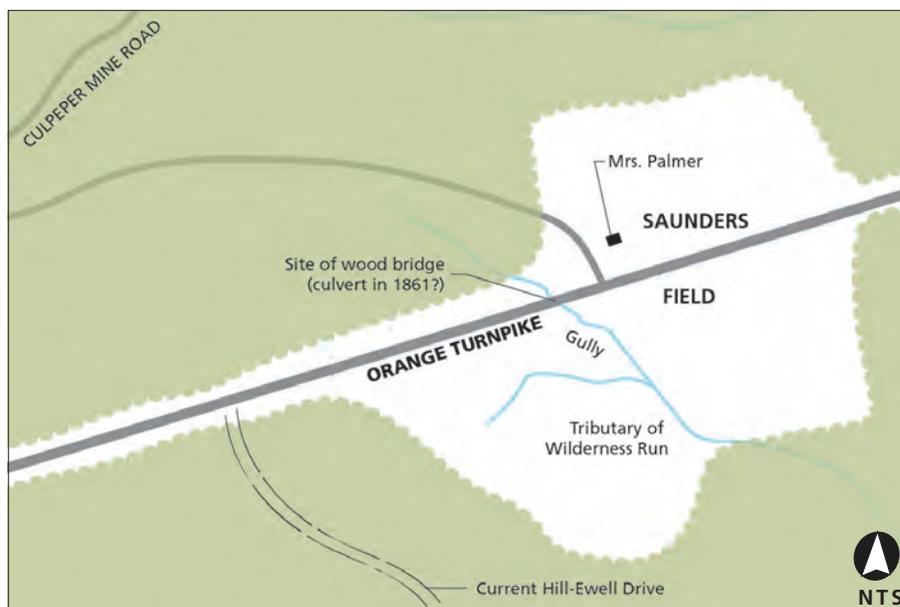
Beyond the Ellwood clearing, the western stretch of the Orange Turnpike extended through woods for about three-quarters of a mile until reaching a farm clearing of about fifty acres that straddled the turnpike. Little is known about the origins of the field. By 1860, the land, which was west of Ellwood Plantation, was part of a larger property owned by Horatio Allen of New York, but may have been farmed by the Saunders family, who had a farm to the west, closer to Locust Grove.<sup>27</sup>

By the early 1860s, Saunders Field was about fifty acres; the portion north of the turnpike was smaller than the portion on the south, which extended farther to the west (fig. 1.20). The field occupied two irregular low ridges with a gully between formed by a small tributary of Wilderness Run. The turnpike originally crossed the gully on a wooden bridge, but by 1860 this may have been replaced with an earthen causeway and culvert. A farm road ran north from the turnpike through the field and turned west into the woods toward Culpeper Mine Road. Within Saunders Field just east of this road may have stood a house, which by the early 1860s would have been occupied by a Mrs. Palmer. The field, which was also known at the time as Palmer's Field, was used to grow corn by the early 1860's.<sup>28</sup>

#### *Higgerson Farm*

Three-quarters of a mile due south of Saunders Field was a small farm located deep in the woods off a road that extended southeast from the Orange Turnpike at the intersection of the Culpeper Mine Road. In 1860, this farm, known as

Figure 1.20. Saunders Field showing extent of clearing and location of roads and building by 1861. (SUNY ESF, based on Michler, Wilderness Battlefield, 1867, and Izard, Orange County, 1863)



“Spring Hill,” was the long-time home of Benjamin Higgerson (also recorded as Hageron). His wife was Permelia Chewning Higgerson, daughter of William V. and Permelia Chewning who owned the next farm to the south. The Higgersons had four children who were between the ages of 2 and 8 in 1860. Permelia was Benjamin’s second wife; his first wife died in ca. 1850.<sup>29</sup>

Higgerson acquired the 157-acre property in 1840 from James and Mary Somerville of Culpeper County. The property was described as bordering a field of William Jones to the south (Jones Field, part of Ellwood Plantation), along the Orange-Spotsylvania County boundary. The northern and eastern boundaries crossed the North Branch - Wilderness Run, with a boundary corner at a “persimmon near the big mire.”<sup>30</sup> The farm clearing was about eighty acres on a rise south of the North Branch. A road from the Orange Turnpike extended north-south through the clearing and continued south toward the Chewning Farm and Orange Plank Road (fig. 1.21). A short distance west of the road was the Higgerson farmstead, consisting of a small, one and one-half story frame house that most likely existed when Benjamin Higgerson purchased the property in 1840 (fig. 1.22). It featured two distinctive stone side chimneys and rear shed-roof kitchen wing. Next to the house was a log barn that may have been used to store tobacco. To the south was an orchard and the family burial ground that presumably contained the grave of Benjamin Higgerson’s first wife. Her grave was probably marked by a simple field stone.<sup>31</sup>

#### **Germanna Plank Road Places**

Germanna Plank Road was an improvement of the colonial-era Germanna Road, except south and east of Wilderness Run, where it followed a new alignment to its terminus at the Orange Plank Road (see fig. 1.13). At its southern end at the Orange Plank Road was an open fenced area, and across Orange Plank Road was

Figure 1.21. The Higerson Farm, showing extent of farm clearing and location of buildings and roads by 1861. (SUNY ESF, based on Michler, Wilderness Battlefield, 1867)

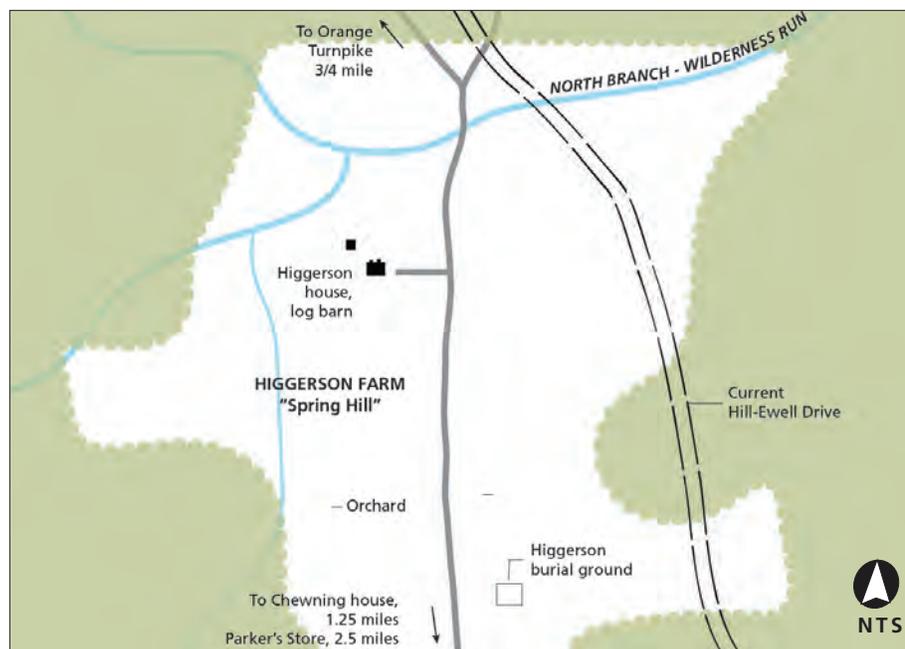


Figure 1.22. A post-war photograph of the Higerson house, looking southeast at the rear and north side, ca. 1900. Aside from decline in condition, the house had probably changed little since the antebellum period. (Fredericksburg and Spotsylvania National Military Park, Wilderness digital collection, #209)



the tollgate house most likely built as part of the construction of the two plank roads in 1852-53. By the 1860s, the tollgate was the home of Ben Hickman. The Germanna Plank Road continued northwest through woods that belonged to the Catharine Furnace Company for over a mile before entering the Ellwood clearing.

#### *Orange Grove*

During the antebellum decades, the Orange Grove Plantation decreased in size and prominence. In 1816, John Spotswood, Jr. advertised the plantation's 1,200-acre saw-mill tract for sale—land that included the present Lake of the Woods subdivision and probably the present northern extent of the national military park. Spotswood's advertisement for the tract read in part:

My saw-mill tract of land, situated on the lower end of Orange County, containing about 1200 acres. 5 or 600 acres of this land is of good quality for tillage, and lies well; the remainder contains a quantity of good pine. . . There runs through the lower end of the tract, a stream [Flat Run] that will afford water for a saw and gristmill at least 9 months in the year, and an excellent site for their erection. This property is distant 17 miles from Fredericksburg, and from the Wilderness tavern about 2 miles. . . The land also contains a considerable quantity of good oak timber, fit for barrels. . .<sup>32</sup>

The property was sold and a saw mill was built on Flat Run near where it crossed the Germanna Road. The rest of Orange Grove remained the home of John Spotswood, Jr., who died in 1835 and left the plantation to his son, John R. Spotswood. The younger Spotswood continued to sell off the property. In 1845, the plantation contained just 400 acres, which were worked by nine enslaved people. Most of the plantation had reverted to woods, and Spotswood had leased some of the land for gold mining. The Orange Grove house, erected in ca. 1793, remained in a large clearing on the west side of Germanna Road south of Flat Run, about a mile north of the current national military park boundary (fig. 1.23).<sup>33</sup>

#### *Woodville Plantation*

Through the antebellum decades, the land northeast of Ellwood that straddled the Germanna Road was part of Churchill Jones's Woodville Plantation, which contained 2,710 acres and a workforce of forty-four enslaved people at the time of Churchill Jones's death in 1822. He left Woodville to his brother William Jones of Ellwood. The Woodville villa stood on a knoll overlooking Wilderness Run one mile north of the Ellwood house; the plantation farmstead was a cluster of building west of the villa (fig. 1.24).<sup>34</sup>

A short distance west of the entrance road to Woodville were several gold mines north and south of Germanna Road developed beginning in the 1830s (see fig. 1.24). These were part of the Woodville Mine Tract, presumably a subdivision

**Figure 1.23.** Orange Grove, looking south toward Ellwood along the Germanna Plank Road (left) with the main house right of center, from a war-time sketch. The smoke in the right background is probably at Saunders Field. (Alfred Waud, "Spotswood House on plank road from Germanna Ford," ca. May 1864, Library of Congress, DIG-ppmsca-21615)

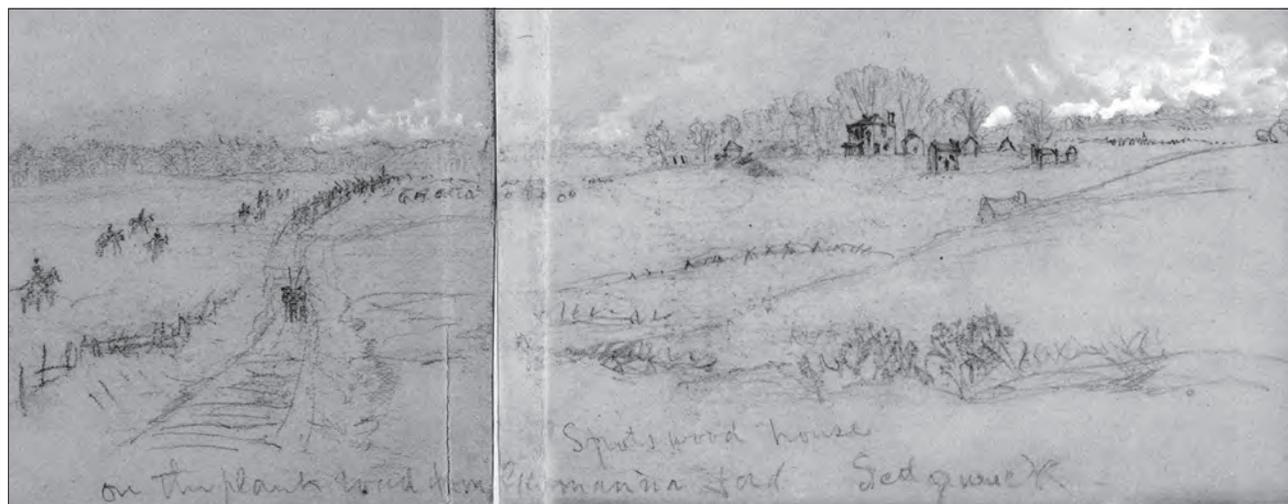
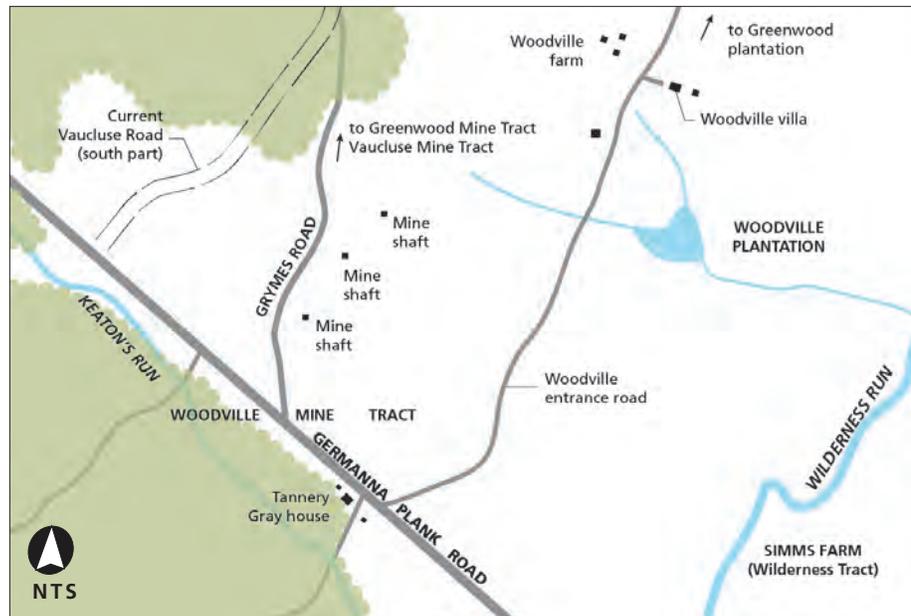


Figure 1.24. The area north of Germanna Road presumed to be part of Woodville Plantation showing extent of clearing and location of roads, buildings, and mines by 1861. (SUNY ESF, based on Michler, Wilderness Battlefield, 1867)



of the Woodville plantation and a venture of the Jones family. One of the gold mine shafts on the tract may have been first known in the 1830s as the Coalter Mine, begun by John Coalter, a son-in-law of William Jones (see fig. 1.16). Coalter died in 1838, after which the mining operation presumably took on the name Woodville Mine.<sup>35</sup> To the north and west of the Woodville Mine Tract was the 325-acre Greenwood Mine Tract, owned by the Greenwood Mining Company and presumably associated with Greenwood Plantation located north of Woodville. North of the Greenwood Mine Tract was one of the most successful gold mines in the region, the Vaucluse Gold Mine that was initially operated by the Grymes family on their plantation, Vaucluse. The Woodville, Greenwood, and Vaucluse mines were accessed from Grymes Road, which led northwest from Germanna Road toward Culpeper Mine Ford.<sup>36</sup>

The Woodville mines formed an industrial enclave in the rural and wooded lands along Germanna Plank Road. By the eve of the Civil War, the enclave included a tannery and house on the west side of Germanna Road within the Woodville Mine Tract (see fig. 1.24). This was the home of R. B. Gray and his wife, L. P. Gray, free blacks who were documented in the 1860 census of Orange County as family no. 189. The Grays presumably rented the property from the Lacy-Jones family, and operated the tannery since their house was immediately adjacent to it.<sup>37</sup>

#### Orange Plank Road and Brock Road Places

Orange Plank Road, a colonial-era mountain road improved into a plank road by 1853, extended through almost unbroken forest in the Wilderness from its intersection with the Orange Turnpike on the east near Wilderness Church. Brock Road, also known as Thomas Carr's Road in the early eighteenth century, provided the only route south and west to the county seat, Spotsylvania Court

House. An east leg, later known as Herndon Road, branched northeast toward Wilderness Church. Orange Plank Road and Brock Road crossed through the western part of the enormous forested tract owned by the Catharine Furnace Company.<sup>38</sup>

Along two miles of the Orange Plank Road between the turnpike and Brock Road, there were just two small clearings: the Burton Farm near the Orange Turnpike, and the tollgate at the intersection with Germanna Plank Road, which was the home of the Hickman family by the 1860s (see fig. 1.13).<sup>39</sup> Along the three miles from Brock Road west to Parker's Store, there was only the Tapp Farm, which was set back from the road by a margin of woods. About three-quarters of a mile north of Orange Plank Road was the Chewning Farm, set deep in the woods at the south side of Ellwood Plantation.

South of the Catharine Furnace Company land and the unfinished railroad was Greenfield, the 889-acre plantation acquired by Richard Estes in 1795 from the Herndon family (present site of Fawn Lake subdivision). In 1825, Richard's daughter, Nancy Estes, married Absalom Row, and the couple lived at Greenfield throughout the antebellum period. The main house, shops, cabins for enslaved laborers, and barns were located about one and one-half miles down a woods road that extended south from the Orange Plank Road, across from the Tapp Farm. The plantation was also accessed off Brock Road through the Trigg Farm.<sup>40</sup>

**Figure 1.25. A later view of Parker's Store, looking west along the Orange Plank Road, ca. 1935. The two-story building on the right (north) side of the road was Parker's Store, which may have been the antebellum building. (Fredericksburg and Spotsylvania National Military Park, Contemporary Photographs, box 5)**

Along the Orange Plank Road, nearly two miles from Tapp Farm at the western extent of the Wilderness, was Parker's Store (see fig. 1.13). Parker's Store was opened prior to 1857 by Robert Parker, perhaps when the Orange Plank Road was built in 1852. The store was in an old wood building purportedly built many years before the Civil War, on the north side of the road and north of the end of the unfinished Fredericksburg & Gordonsville Railroad (fig. 1.25). It was on land



owned in 1860 by John D. Brightwell, in a rectangular clearing of about three or four acres that contained a house across the plank road from the store, along with several other buildings. Parker died in 1857, and his wife continued to operate the store until selling to two German immigrants, Isaac and Simon Hirsh (Hirsch), by 1860. In addition to selling merchandise, Parker's Store in the late 1850s featured a restaurant and post office. In the antebellum Wilderness, it was a community gathering place, akin to the old Wilderness Tavern and Chancellorsville Inn.<sup>41</sup>

#### *Catharine Furnace Company Lands*<sup>42</sup>

The largest single property in the Wilderness during the antebellum period was a tract of 4,648 acres owned by the Fredericksburg Iron and Steel Manufacturing Company, chartered in 1836 and better known by the name of Catharine Furnace, a blast furnace that the company built south of Chancellorsville. The tract, which the company acquired by 1837, extended west across Brock Road to the boundaries of the Ellwood and Greenwood plantations, and west down the Orange Plank Road to the Tapp Farm.<sup>43</sup> The expanse of what was reportedly very poor land by the 1820s was broken by several scattered farms, such as those belonging to the Carpenter and Cooke families. John S. Wellford served as manager of the iron company, and within a few years of its founding, he and other Wellford family members owned the majority of the stock.<sup>44</sup>

On its extensive land holdings, the furnace company mined iron ore and harvested timber to produce the charcoal needed to fire the blast furnace. The furnace was in operation for ten years, during which time large areas of the company's forested property, including woods along the Orange Plank Road and Brock Road, were most likely clear-cut. The furnace ceased operations following the sudden death of John Wellford in December 1846. By June 1847, William Wellford and the other partners put the 4,648-acre tract up for auction. No buyers bid on it, nor at a subsequent auction in December 1847. By 1852, efforts were still underway to sell the property, but to no avail. The Wellford family kept its majority interest in ownership of the property through the eve of the Civil War, during which time cut-over areas became covered in dense, second-growth woods (fig. 1.26).<sup>45</sup>

#### *Tapp Farm*

On the north side of Orange Plank Road one mile west of Brock Road was the Tapp Farm, a farm clearing of about thirty acres in the heavily wooded southern limits of Ellwood Plantation and bordering lands of the Catharine Furnace Company (fig. 1.27).<sup>46</sup> Roads through the field led north to the Ellwood house and northwest to the Chewning Farm. The Tapp Farm was the home of Vincent and Catherine Elizabeth Tapp, who were married in December 1833 and by the 1840s were living in Spotsylvania County, presumably at the Ellwood tenant farm where they raised three daughters and two sons. The family struggled financially; Vincent

Figure 1.26. Catharine Furnace Company lands along Orange Plank Road, looking east from near present Hill-Ewell Drive from a post-Civil War photograph, ca. 1935. The dense character of these woods was similar to what existed on the eve of the Civil War, although the woods were generally not as mature. (Fredericksburg and Spotsylvania National Military Park, Wilderness Photographs, box 2)



Tapp appeared on several lists of county insolvents. In 1857, Vincent Tapp died and left Catharine Tapp as the head of household. In 1860, she was recorded as owning no real estate or enslaved people.<sup>47</sup>

Widow Tapp's house, which stood in the middle of the farm clearing about 200 yards north of the plank road, was built of logs without siding, and had a single window on the front and a chimney on the side (fig. 1.28). In 1860, Catharine Tapp shared the small house with her adult children: son James, her daughters Sarah, Margaret, and Harriet, and Harriet's husband, Andrew Jackson Lewis. Also in the household was a baby, Eliza Frances, later known as Phenie Tapp, born in 1859. She was the product of an affair between Sarah Tapp, then age twenty-five, and Thomas R. Pulliam, a son of neighbors Thomas and Eliza Pulliam who lived south of Orange Plank Road. In 1860, Catharine Tapp had four milk cows and seven pigs on the farm, and plum and cherry trees between the house and the plank road.

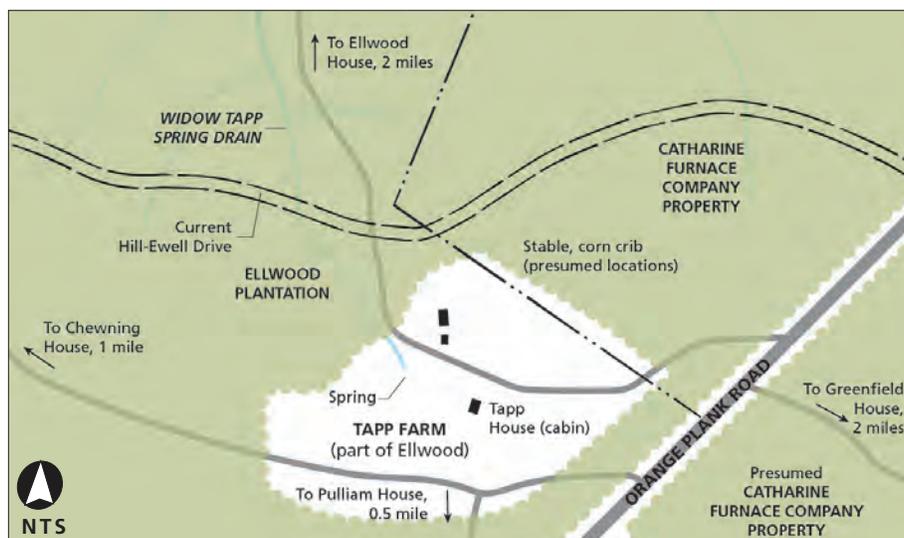


Figure 1.27. The Tapp Farm showing extent of clearing and location of roads and buildings by 1861. The farm was within the Ellwood plantation. (SUNY ESF, based on Michler, Wilderness Battlefield, 1867)

**Figure 1.28. The Tapp house, looking west, 1865. Note low height of surrounding woods and visibility of Blue Ridge Mountains in the distance. (Painting by George Leo Frankenstein, Fredericksburg and Spotsylvania National Military Park Curatorial Collection, FRSP 909).**



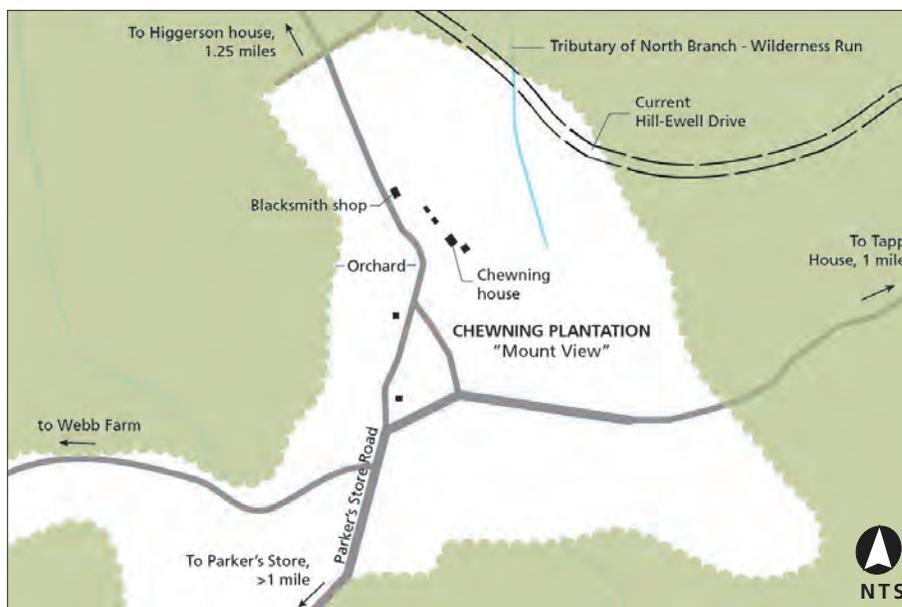
There was a spring northwest of the house that drained north into the Wilderness Run through what was then or became known as the Widow Tapp Spring Drain.<sup>48</sup>

### *Chewning Farm*

The Chewning Farm was a small plantation of approximately 150 acres (1860) west of Ellwood and south of the Spotsylvania-Orange county line, deep within the woods north of the Orange Plank Road (fig. 1.29).<sup>49</sup> Located on an elevated plateau south of the South Branch - Wilderness Run, the plantation was named “Mount View” on account of its view of the Blue Ridge Mountains to the west. There were also views to the northeast, to Wilderness Tavern that stood on a ridge above Wilderness Run. The primary access to the Chewning Farm was from Parker’s Store Road, which extended northeast from the Orange Plank Road. Farm and woods roads connected east to the Tapp Farm and north to the Higgerson Farm. William V. Chewning and Permelia Henderson, who married in 1813, were long-time owners of the farm and raised ten children there.<sup>50</sup>

According to family lore, William V. Chewning came to the Wilderness to work as an overseer for William Jones around 1823. He managed a small farm at the southern extent of the plantation that included a tenant house, on what was later known as the Jones Field. He soon discovered that the portion of the farm clearing to the south of his house was part of a 150-acre tract not owned by William Jones. In 1825, Chewning purchased the property from Edmond Lee of Alexandria, Virginia. Upon learning of this transaction, Jones fired him and Chewning then built his own house and developed his own plantation. His new house, located on an elevated plateau along Parker’s Store Road, was a one and one-half story wood building with a two-floor attic and two prominent stone chimneys (fig. 1.30). The interior featured two large rooms with high ceilings, three rooms on the second floor, a basement kitchen, and a small room between the two chimneys where shoes were made. Several farm and outbuildings were located close to the house, including cabins for enslaved laborers, a tobacco house, a blacksmith shop, and an icehouse, along with fenced gardens and an orchard. William Chewning also

Figure 1.29. The Chewning Farm showing extent of core clearing and location of roads and buildings by 1861. (SUNY ESF, based on Michler, Wilderness Battlefield, 1867)



rented land from the Webb family, who had a small farm clearing west of the Chewnings.<sup>51</sup>

According to the 1860 census, William V. Chewning was a farmer who enslaved thirteen people. The farm's improved acreage at the time was recorded at eighty acres, with another seventy unimproved (wooded). Chewning had a relatively large agricultural operation for the Wilderness. In 1860, Mount View included five horses, seven dairy cows, four cattle, four oxen, twenty sheep, and thirty-six pigs. That year, Chewning, his family, and enslaved laborers raised twenty bushels of wheat, 20 bushels of rye, 500 bushels of corn, 200 bushels of oats, 60 bushels of Irish potatoes, 40 bushels of sweet potatoes, eight tons of hay, 5,000 pounds of tobacco, sixty pounds of wool, and thirty pounds of honey.<sup>52</sup>



Figure 1.30. The antebellum Chewning house, from a sketch in a family history by Madora Chewning Stephens, "The Chewning Children of Mount View Plantation." This sketch made the house look more primitive than it probably was. (Fredericksburg and Spotsylvania National Military Park, digital image 990)

### *Brock Road Farms*

Through the four miles from the Orange Turnpike south to the unfinished railroad, Brock Road passed through mostly unbroken woods during this period. There were just two farm clearings about three-quarters of a mile south of Orange Plank Road. On the north side of Brock Road was the eighty-acre Cook Farm, owned by William Cook and Catherine Acors, who were free blacks. The Cook house was set back from Brock Road within a rectangular clearing of about forty acres. Across Brock Road to the south was an oblong clearing of about twenty-

five acres along a farm road (present Jackson Trail West). This clearing contained a small house and family burial ground that belonged at one time to the Hawkins family—possibly the eighteenth-century farmstead of the family that during the antebellum decades owned a large farm adjacent to Wilderness Church on the Orange Turnpike. Farther south on the farm road and south of Brock Road were two farms in a common clearing, owned on the eve of the Civil War by the Stephens and Trigg families.<sup>53</sup>

### **LANDSCAPE OVERVIEW, 1861 (DRAWING 1.1)**

In 1861, the Wilderness was a landscape of contrasts—a cluster of prosperous plantations and scattered subsistence farms, and large expanses of dense, second-growth woods that had grown back over the prior century from agriculture-depleted soils, gold mining, and clear-cutting that fueled the area's iron furnaces and paved the plank roads. One visitor's observation later in the nineteenth century characterized the unexpected rural beauty of Ellwood and surrounding plantations that had most likely persisted since before the Civil War:

A few miles beyond Talley's house [heading west on the Orange Turnpike] the party entered the Wilderness. Never did the name seem more misfitted. The valley of Wilderness Run is beautiful. The fields stretch away to the forests on every side and are as green as a well-watered, fertile soil can make them. Instead of wilderness the country seems a paradise.<sup>54</sup>

Another visitor experienced a much different landscape in the woods beyond the plantation fields:

A broken, sterile region, traversed by gullies and swamps covered with stunted pines and cedars, hazel bushes, scrub oaks, sweet gum, and dwarf chestnuts, with the bushes so dense as to be utterly impenetrable in many places. Various roads, little more than wood paths, crossed and recrossed here and there, but so abounding with stumps and stones. . . .<sup>55</sup>

### **Natural Systems and Features**

In the century after William and Churchill Jones settled in the Wilderness in the early 1770s, the natural landforms and hydrology, characterized by irregular topography and a maze of streams, remained little changed except for a portion of Wilderness Run north of Ellwood that was dammed to create a pond for Herndon's Mill. There were probably numerous springs, such as the one near the Tapp house that became known as the Widow Tapp Spring. Some of the natural landforms had been altered through surface mining for gold, particularly north of Ellwood. The forest had undergone the most change during this period, although much of the old-growth had probably been logged prior to 1770. While no record exists of the changes in forest cover, the existence of dense-second growth woods by the early 1860s suggests that many areas of the Wilderness had been logged or were formerly used for agriculture within the prior few decades.

### **Spatial Organization**

In 1861, the landscape within and adjacent to the existing national military park boundaries was roughly twenty percent open space and eighty percent forest.<sup>56</sup> Open space consisted of fields, pastures, road corridors, and unforested wetlands along streams. Over the century after William and Churchill Jones settled in the Wilderness in 1770, the forest patterns had fluctuated as farm fields were abandoned and areas clear-cut for timber or gold mines. The productive land in the valley of the Wilderness Run surrounding Ellwood and Woodville plantations remained the largest open space throughout the period. The other farm clearings were scattered throughout the woods and did not form any contiguous areas of open space. Within the farm clearings, open space was further defined by fences, margins of woods or hedgerows, barnyards, and domestic grounds. There is little record of these spaces during the antebellum period outside of the core of Ellwood.

### **Land Use**

Throughout this period, agriculture remained the dominant land use in the Wilderness. Within the present limits of the national military park, there were eight plantations and farms: Ellwood, Simms (including Wilderness Tavern), Saunders Field (Mrs. Palmer), Higgerson Farm, Chewning Farm, and Tapp Farm (tenants of Ellwood). The plantations and farms grew crops in the fertile soils on plateaus or broad valleys, while steeper, less fertile ground was probably used for pasture or maintained as woodlots. Family burial grounds were located at Ellwood, Higgerson Farm, and Chewning Farm. Gold mining had largely disappeared as a significant activity in the gold-pyrite belt north of Ellwood following the California Gold Rush that began in 1849. The Woodville Mine Tract along Germanna Road north of Ellwood formed a small area of industry that included a tannery on the south side of the road. Shops associated with Ellwood plantation, including a blacksmith, tailor, and cooper, were along the Orange Turnpike east of Wilderness Tavern. Commercial land use was limited to the group of buildings around Wilderness Tavern, which included a mercantile shop known as Simms Store, and Parker's Store on the Orange Plank Road. Wilderness Tavern by 1861 was primarily used as the residence of the Simms family.

### **Circulation**

In 1861, there were two regionally significant crossroads within the Wilderness: the Orange Turnpike-Germanna Plank Road intersection at Ellwood, and the Brock Road-Orange Plank Road intersection within lands owned by the Catharine Furnace Company (Welford family). To the east, the Germanna Plank Road tollgate at the Orange Plank Road was also a significant intersection. In 1861, the two plank roads, constructed within the past decade, were the primary

thoroughfares; the earlier Orange Turnpike remained, but had been superseded as the main road to the west by the Orange Plank Road. Secondary roads included the Culpeper Mine Road, also known as Spotswood Road, that ran northeast from the Orange Turnpike north of Ellwood, and Parker's Store Road that ran northeast to the Chewning Farm, and then continued as a tertiary farm road north to the Ellwood house and the Orange Turnpike. Numerous farm and woods roads crisscrossed the region, built for commerce and communication between the farms, or as access to mines.

### **Topography**

In 1861, built landforms in the Wilderness included gold mine shafts in the gold-pyrite belt that had been developed north of Ellwood beginning in the 1820s and 1830s. Changes in topography also occurred through road building and included features such as an earthen causeway that carried the Orange Turnpike across a gully in Saunders Field.

### **Vegetation**

Planted and managed vegetation in the Wilderness landscape during this period included mostly farm crops, pasture grasses, domestic gardens, and orchards. Little record of vegetation exists outside of the grounds around the core of Ellwood. The Chewning and Higginson farms had orchards, and the Chewnings probably maintained specimen trees around their house.

### **Buildings and Structures**

The Ellwood house, built in ca. 1790, was the most elaborate building within and near the future national military park, and together with its adjacent service buildings, barns, and cabins for enslaved laborers formed the largest cluster of buildings in the area. The old Wilderness Tavern and adjacent stores, cabins for enslaved laborers, and other outbuildings were the most prominent landmarks, given their location directly along the Orange Turnpike near the intersection with Germanna Plank Road. The other farmhouses and barns—all simple, vernacular buildings constructed of logs or hewn framing—were hidden from the main public roads by woods, except for a house possibly occupied by Mrs. Palmer on the Orange Turnpike in Saunders Field, and a tollgate house at the intersection of Germanna and Orange planks roads. Outside of Ellwood and Wilderness Tavern, all buildings within the current national military park were most likely built after 1800.

**Views and Vistas**

At Ellwood and Wilderness Tavern, there were broad views across open fields that extended to woods in all directions. The longest views were probably looking north along Wilderness Run from Ellwood, where open fields extended for several miles through the Woodville and Greenwood plantations.<sup>57</sup> While the outlying farms were surrounded by woods, the low canopy in areas allowed for distant views toward the Blue Ridge Mountains, such as from the Tapp and Chewning farms. Narrow vistas were created by straight road corridors that extended through dense woods, such as along the Orange Turnpike west of Ellwood and the Orange Plank Road east of Parker's Store.

**Small-Scale Features**

The dominant small-scale features in antebellum Wilderness were characterized by fences that enclosed farm fields, barn yards, orchards, and domestic grounds. Typical fence types included cross and rail (stacked rails supported by diagonal stakes), Virginia stake and rail (vertical stakes that supported stacked rails), Virginia snake (stacked rails in a zig-zag pattern) and wattle (interwoven branches). The yards around farmhouses typically had a more ornamental style of fence, such as whitewashed planks or pickets. There were certainly many other types of small-scale features, such as road signs, benches, pumps, and hitching posts, but no record of their existence remains. A toll gate was located at the intersection of the Germanna and Orange plank roads.

**Archaeological Sites**

Remnants and ruins in the Wilderness battlefield landscape at the end of the antebellum period were mostly related to abandoned mining operations north of Ellwood, but no documentation on their specific location or extent has been found. Burials, another type of archaeological site, were in the family cemeteries at Ellwood and the Higginson, Hawkins (Brock Road), and Chewning farms. Remnants of the colonial-era Germanna Road, replaced by the Orange Turnpike in ca. 1813/20 and Germanna Plank Road in 1852/53, remained north of Wilderness Tavern and northwest of the Woodville Mine Tract.

**ENDNOTES, 1800-1861**

1 Ralph Happel, "A History of the Fredericksburg and Spotsylvania County Battlefields Memorial National Military Park" (Unpublished National Park Service report, 1955), 15; *Seventeenth Annual Report . . . of the Board of Public Works to the General Assembly of Virginia, January 17, 1833* (Richmond: Samuel Shepherd & Co., 1833), 68; Statement of F. H. Johnson about the old Wilderness Tavern (on park letterhead), April 9, 1935, Ellwood site files, Fredericksburg and Spotsylvania National Military Park archives, Chatham [hereafter, FRSP]. Johnson stated, "Just north of the tavern site is a declivity, paralleling the road [Orange Turnpike, rebuilt as Route 3], cuts the hillside. This I have been told is the bed of the old mountain road [Germanna Road]." This declivity is visible in an aerial photo taken by the US Marines in 1921.

2 *Seventeenth Annual Report*, 1833, 68.

3 W. M. Gillespie, *A Manual of The Principles and Practice of Road-Making* (New York: A. S. Barnes & Co., 1853), 230-231.

4 "An Act to incorporate the Fredericksburg and Valley plank road company," *Acts of the General Assembly of Virginia . . . 1849 & 1850* (Richmond: Ritchie, 1850), 77.

5 "An Act to incorporate the Fredericksburg and Valley plank road company," 77; Happel, 15-16; Catalog description, "Fredericksburg and Valley Plank Road Company Records, 1850-1862," OCLC number 8614751, <https://beta.worldcat.org/archivegrid/collection/data/86147512> (accessed November 26, 2018). The company ceased operating in 1862.

6 Ames W. Williams, "The Virginia Central Railway," *National Railway Bulletin*, volume 50, no. 1 (1985), 4-5.

7 Rainey, *Finding Culpeper Mine Road*, 27; Frank S. Walker, Jr., *Remembering: A History of Orange County, Virginia* (Orange, Virginia: Orange County Historical Society, 2004), 185. The farm and statistics pertaining to enslaved people cited in Walker are for Orange and Greene counties.

8 Noel Harrison, "Gazetteer of Historic Sites Related to The Fredericksburg and Spotsylvania National Military Park, Volume One" (Unpublished report prepared for the National Park Service, 1986), description of farm properties; US Army, "The Wilderness From Surveys under the direction of Bvt. Brig. Gen. N. Michler," 1867, Library of Congress [hereafter, "Michler map"], showing arrangement of farm buildings, fences, and orchards; Eric Sloan, *Our Vanishing Landscape* (New York: Ballantine Books, 1955), 30.

9 Carolyn Jones Elstner and Katherine Porter Clark, *Dear Old Ellwood: A Home in the Wilderness* (Washington, Virginia: Rappahannock Historical Society, 2016), 59-60. See *Cultural Landscape Report for Chancellorsville Battlefield* for documentation on Catharine Furnace.

10 Palmer Sweet, *Virginia Division of Mineral Resources Publication 19, Gold in Virginia* (Charlottesville: Published by the Division, 1980), 1-2; "Plat and Deed of Greenwood Mining Company to J. D. Hawkins," 1839, Central Rappahannock Heritage Center, 1999-072-034-048.

11 See *Cultural Landscape Report for Ellwood* (2010) for additional history and documentation on the landscape.

12 Smith, 4,, 9; Elstner and Clark, 72; WPA Historical Survey, "Greenwood", April 1, 1936, Central Rappahannock Heritage Center, 1999-006-001-0438.

13 Elstner and Clark, 72; Smith, "Notes on the Ellwood House," 5.

14 Willis 12; 36-37; 1845 appraisal of Ellwood property, in Willis, 73; U. S. Department of Agriculture, Soil Survey of Orange County, Virginia (Washington: Government Printing Office, 1927), 25; Harrison, Gazetteer, 204; Agricultural census, Orange County, Virginia, 1860, copy in historian's files, Fredericksburg and Spotsylvania National Military Park.

15 Harrison, 246; Madora Chewning Stephens, "What I know of Mt. View Farm" (unpublished paper with sketch map of farm buildings, n.d.), Historian's Files, Chewning Folder, FRSP; Bob Epp, Ellwood Historic Interpreter, e-mail to John Auwaerter, January 10, 2019.

16 Willis, 12, 14; Elstner and Clark, 88, 131, 134-135. No antebellum maps of Ellwood showing property boundaries have been found. J. Horace Lacy also owned a 1,100-acre plantation in Louisiana, known as Boscobel.

17 Michler map; Elstner and Clark, 120.

18 Michler map; Elstner and Clark, 120.

19 Rainey, *Finding Culpeper Mine Road*, 19; Noel Harrison, *Chancellorsville Battlefield Sites* (Lynchburg, Virginia: H. E. Howard, 1990), 70; Pat Sullivan, "Dr. John Samuel Apperson," Spotsylvania Memory blog, August 23, 2017, [spotsylvaniamemory.blogspot.com](http://spotsylvaniamemory.blogspot.com) (accessed November 8, 2018). See Chancellorsville CLR for additional documentation on the Luckett Farm.

20 Elstner and Clark, 55; Michler map.

21 Quote from an 1816 visit to the Wilderness by a Frenchman, VMHB, LIII (1945), p. 120, clipping in historian's files, Wilderness Tavern folder, FRSP.

22 Cited in Harrison, *Gazetteer*, 265.

23 Harrison, *Gazetteer*, 266; Elstner and Clark, 55; Ralph Happel, "Report on the locations of the Old Wilderness Tavern and the Spot where Jackson's Arm was Amputated During the Chancellorsville Campaign" (Unpublished National Park Service Report, revised June 15, 1936), 7-8.

24 "Correspondence of the Dispatch, *Daily Dispatch*, June 20, 1855, clipping courtesy of Noel G. Harrison.

25 Harrison, *Gazetteer*, 265-266; Wilderness Tract, Estate of Leonard Wharton, Spotsylvania County tax records, 1851-1856, reel 565, page 10. The Wilderness Tract was sold to John Herndon, who was acting on behalf of the estate of Leonard Wharton, after which it was then sold to Frederick Foster. The tax records indicate the 200 acres being taken from the original 642-acre Ellwood tract. This is most likely due to a mistake on the part of the record-keeper, who apparently subtracted 200 acres off the first parcel listed in the records (the 642-acre parcel). The reasons for the Lacys' sale of the property are not known.

26 Harrison, *Gazetteer*, 271-272; Michler map; Happel, 7. Happel interviewed residents who used the two-story building (tavern dependency) as a residence, and described the building next door as a store that had been rebuilt about 50 years earlier.

27 Harrison, *Gazetteer*, 260; Izard survey of Orange County, 1863, Library of Congress csh00052, showing "Sanders" southeast of Locust Grove, and a house in Saunders Field east of the road extending north from the turnpike, indicated as "Burnt".

28 Union officer account of Saunders Field during the Battle of the Wilderness, Harrison, *Gazetteer*, 260; Boswell map of Orange County, ca. 1862, Library of Congress cwh00104, showing "Mrs. Palmer" on the Orange Turnpike west of Lacy.

29 Harrison, *Gazetteer*, 255; Michler, 1867 map; R. K. Krick, telephone call with W. H. "Buck" Stevens and his wife Medora Stevens nee Chewning, April 4, 1977, Higgeson Site File, FRSP.

30 Deed, James Somerville and Mary his wife to Benjamin Higgeson, April 30, 1840, photocopy, Higgeson Site File, FRSP, original in possession of Mack Higgeson, New Madrid, Missouri.

31 Harrison, *Gazetteer*, 255; Michler, 1867 map.

32 Quoted in Rainey, *Finding Culpeper Mine Road*, 37.

33 Walker, *A History of Orange County*, 62; Rainey, *Finding Culpeper Mine Road*, 40.

34 Elstner and Clark, 53; Ronald W. Johnson, "Preliminary Historic Resource Study, Chatham" (Unpublished National Park Service Report, October 1982), 75; Rainey, *Finding Culpeper Mine Road*, 12, 43, 53.

35 E. J. Woodville, survey of rights of mining companies along Germanna Road, Orange County Clerk's Office, reproduced in Peter G. Rainey, *Germanna Road, Three Hundred Year History of Lower Orange County*. . . (Authorhouse, self-published, 2010), 19; Noel Harrison, citing Coalter's interest in mining described in "Brown, Coalter, Tucker Papers" collection, Swem Library, College of William and Mary, in e-mail to John Auwaerter, February 14, 2019; Plat and Deed of Greenwood Mining Company to J. D. Hawkins, 1839; "Greenwood Mine Plat," 1912, Central Rappahannock Heritage Center, 2003-020-004-002. The 1912 plat and 1937 survey show the same boundaries of the Greenwood Mine Tract as the 1839 plan, and that it bordered Woodville Mine Tract to the south.

36 Palmer C. Sweet, *Virginia Division of Mineral Resources Publication 19: Gold in Virginia* (Charlottesville, VA: Published by the Commonwealth of Virginia, 1980), 41; Rainey, *Finding Culpeper Mine Road*, 37, 44, citing Benjamin Silliman, "Remarks on some of the Gold Mines about the Culpeper Mine" (1836); Thomas Todd, "The History of the Vaucluse Gold Mine" (Unpublished Honors Thesis, 1937, University of Richmond Scholarship Repository), 5. Sweet documented in 1980 that the Greenwood-Woodville-Coalter mine complex included a caved shaft, and about 12 caved pits (mine shafts) and trench cuts, and covered dumps. No documentation was found on the location of these features.

37 Izard Survey of Orange County showing "R. B. Gray," 1863, Library of Congress, cwh0052; Rainey, *Finding Culpeper Mine Road*, 12.

38 "Plot of 'Ellwood,' 1907, copy in Wilderness map files, FRSP. This map indicates the land east of Ellwood belonging to "Wellford," the owners of the Catharine Furnace.

39 See Chancellorsville CLR for history of Burton Farm and Hickman house.

40 Pat Sullivan, "Greenfield and the Battle of the Wilderness," Spotsylvania Memory blog, March 18, 2014, <http://spotsylvaniamemory.blogspot.com/2014/03/greenfield-and-battle-of-wilderness.html> (accessed January 11, 2019). No documentation was found on the boundaries of Greenfield Plantation. It is possible the woods south of Orange Plank Road were part of Ellwood Plantation.

41 Harrison, *Gazetteer*, 241.

42 For additional history on the Catharine Furnace lands, see the Cultural Landscape Report for Chancellorsville Battlefield.

43 "Plot of Ellwood," December 17, 1907, part of deed, J. Horace Lacy [Jr.] to Hugh E. Willis, December 19, 1907, Spotsylvania County Land Records, liber AU, 262-266; Battle Fields Memorial Commission, "The Wilderness Park VA. Recommended Park Taking Lines," June 23, 1930, Wilderness maps, 8219-p, FRSP. No map of the boundaries of the Catharine Furnace Company property has been found. The extent of the property west to Ellwood is based on the 1907 survey of Ellwood that shows the property to its east owned by Wellford, and the 1930 park map that shows these same lands owned by M. H. Willis, who also owned the land south of the Orange Plank Road that presumably extended south to Greenfield plantation.

44 Sean Patrick Adams, "Iron from the Wilderness: The History of Virginia's Catharine Furnace... Historic Resource Study" (Unpublished National Park Service report, June 2011), 17.

45 Adams, 31, 38-39, 46, 53.

46 The location of the clearing adjacent to or partly on Catharine Furnace Company property is based on an 1892 description of the Lee to the Rear site that mentions it bordered the lands of Lacy (Ellwood) and the Catharine Furnace Company: "Lee to the Rear. A Historical Spot Donated." Fredericksburg *Free Lance*, January 15, 1892, clipping in FRSP. The 1867 Michler map shows a larger clearing of about 70 acres; this was most likely an expansion made by the Confederate army during the 1864 battle. Poague's Battery was probably the original eastern limit of the field.

47 Harrison, *Gazetteer*, 246; Pat Sullivan, *No Matter What Befalls Me: Virginia Families at War and Peace* (Orange, Virginia: Orange County Historical Society, 2015), 191.

48 Sullivan, *No Matter What Befalls Me*, 192.

49 Harrison, *Gazetteer*, 250, citing 1860 census that lists the farm as having 80 improved acres. The Chewning clearing shown on the 1867 Michler map amounts to approximately 130 acres; it is presumed the western and southern sections of the 1867 clearing distant from the main house post-date the 1863 battle.

50 Harrison, *Gazetteer*, 250; Sullivan, *No Matter What Befalls Me*, 144.

51 Bob Wiltshire (great-great grandson of William V. Chewning), "Information on the Chewning Farm" (unpublished paper, April 2007), Chewning Site File, FRSP; Madora Chewning Stephens, "What I know of Mt. View Farm;" Epp to Auwaerter, January 10, 2019; Sullivan, *No Matter What Befalls Me*, 144; Michler, Wilderness Battlefield map, 1867; Josef W. Rokus, "One family's struggle to survive with war swirling around them," *Culpeper News*, April 28, 2009, B6; Madora Chewning Stephens, "The Chewning Children of Mount View Plantation" (Unpublished report, 1985), 20.

52 1860 census records in Harrison, *Gazetteer*, 250.

53 Pat Sullivan, "Atwell Young, the Black Confederate," Spotsylvania Memory blog, December 30, 2013, <http://spotsylvaniamemory.blogspot.com/2013/12/atwell-young-black-confederate.html> (accessed December 5, 2018); Memorandum, Noel Harrison to FRSP Chief Historian, March 10, 1991, Hawkins Farm Site File, FRSP; J. F. Gilmer, "Map of Spotsylvania" (Chief Engineer's Office, D.N.V.), 1863, Library of Congress, G3883.S6G46 1863 .G5, showing house at old Hawkins farm site. See Chancellorsville CLR for documentation on the Stephens and Trigg farms.

54 Correspondent's visit to the Wilderness, *Southern Historical Society Papers*, volume 36, 1899, clipping in Higginson Site File, FRSP. Although written after the battle, this same rural landscape characterized the antebellum period.

55 Hyland C. Kirk, *Heavy Guns and Light: History of the 4<sup>th</sup> New York Heavy Artillery* (New York: C. T. Dillingham, 1890), 154, quoted in Rainey, *Finding Culpeper Mine Road*, 12.

56 Estimate of open space based on the 1867 Michler map, for an area that corresponds with a square around the existing Wilderness park boundaries.

57 1867 Michler map.

# Cultural Landscape Report Wilderness Battlefield

Fredericksburg and Spotsylvania  
National Military Park  
Spotsylvania County, Virginia

## Antebellum Period 1800–1861



**National Park Service**  
Olmsted Center for Landscape Preservation  
[www.nps.gov/oclp](http://www.nps.gov/oclp)

in partnership with  
Department of Landscape Architecture  
Center for Cultural Landscape Preservation  
SUNY College of Environmental  
Science and Forestry, [www.esf.edu/la/cclp](http://www.esf.edu/la/cclp)

### MAJOR SOURCES

1. Spotsylvania and Orange Counties and NPS GIS data
2. Izard, Survey of Orange County, 1863
4. Duane, "The Battlefields of the Wilderness," 1865
5. Michler, "The Wilderness," 1867
6. Plot of Ellwood, 1907
7. Woodville survey, 1937
8. Jeck, "Historic Overlay," ca. 1980

### DRAWN BY

John Auwaerter, Kyle Stillwell, SUNY ESF  
Adobe Illustrator CC, 2019

### LEGEND

- Building
- Bridge
- Main Road
- Minor Road or Path
- Fence
- Approximate Gold Mine Site
- Woods
- Specimen Tree, Orchard
- Open Ground
- Stream
- Feature Removed During Period (dashed line)
- Period Property Boundary
- Current Park Boundaries:  
Wilderness (orange), Chancellorsville (blue)

### NOTES

1. All features shown at approximate scale and location.
2. Drawing shows landscape as of 1861.
3. Dates of construction/removal shown where known.
4. Period property boundaries are approximate and not shown for all properties due to lack of documentation.
5. Contour interval: 10'.
6. See Chancellorsville Battlefield CLR for areas east of Brock Road.



0 0.25 0.5 Mile 0.75

Drawing 1.1





## **CIVIL WAR PERIOD, 1861–1865**

By the close of the Civil War, the Wilderness—halfway between the US capital at Washington, DC and the Confederate States of America (CS) capital at Richmond—had been ravaged. Between April 1863 and May 1864, the region witnessed two major battles, the Battle of Chancellorsville and the Battle of the Wilderness. Together with the Battle of Mine Run, a minor confrontation occurring in November 1863, these engagements displaced residents as farms were transformed into encampments and hospitals or destroyed in the front lines. Woods were cleared and burned, and earth was heaved up for defensive works and to bury the dead.

The last of these engagements was the Wilderness’s namesake battle that took place between May 5 and 7, 1864. It was the opening engagement of the Overland Campaign, headed by the new head of the US Army, General Ulysses S. Grant, in which the US Army of the Potomac fought a war of attrition against General Robert E. Lee’s smaller CS Army of Northern Virginia. Hampered by fighting in limited open space and extensive tracts of dense woods, the Battle of the Wilderness resulted in a tactical stalemate and a strategic victory for the Union. The Union suffered 18,400 casualties, the Confederates 11,400—in total, it was the fifth costliest battle of the war. Despite this, the Battle of the Wilderness is recognized as an offensive success for Grant—he maneuvered around Lee and continued to advance south, bringing the Confederates to further battle. Just two days after fighting ceased in the Wilderness, the two armies clashed twelve miles to the southeast at the Battle of Spotsylvania Court House, May 8–21, 1864. Less than a year later, Grant’s strategy finally led to Lee’s surrender at Appomattox Court House on April 9, 1865.<sup>1</sup>

## **BEGINNINGS OF WAR**

On April 12, 1861, the first fighting broke out at Fort Sumter in Charleston Harbor between the seceded slave-holding states of the new Confederate States of America and the US federal government. The fighting contributed to Virginians’ decision to finally side with their fellow slave-based economies through a convention held on April 15 and ratified on May 23.<sup>2</sup>

The onset of the war caused economic upheaval in Spotsylvania and Orange counties. Most farmers left to fight for the Confederacy, leaving behind their families and their fields unplanted. J. Horace Lacy left Ellwood in April 1862, while his wife Betty and their four children moved to a friend’s home in Fredericksburg, and from there relocated several times to flee the advancing armies. Additionally, many enslaved people escaped bondage, some to fight for the Union. This exodus depleted the plantation economy’s primary workforce. J. Horace Lacy left Ellwood in April 1862, while his wife Betty and their four

children moved to a friend's home in Fredericksburg, and from there relocated several times to flee the advancing armies. By 1863, once productive fields in the Wilderness were described as having "yielded to the jack-oak and pine-bushes."<sup>3</sup> Parker's Store was abandoned, and the Orange Plank Road had deteriorated. It was probably soon after the outbreak of the war that the Fredericksburg and Valley Plank Road Company went out of business, leaving no one to maintain its two highways—the Orange Plank Road and Germanna Plank Road. Already by November 1862, a local soldier recorded in his diary, "The Plank Road is in bad fix. . ."<sup>4</sup> The tollgate at the intersection of the Germanna and Orange plank roads became a private residence, occupied by the Wolfree and later Hickman families.<sup>5</sup>

Despite the war-time turmoil, some Wilderness farms continued on, including those headed by William Chewning, Benjamin Higginson, and Widow Catherine Tapp. There was also one renewed economic activity in the Wilderness: the Confederate army's need for munitions created a new market for iron, which led to reopening of the Catharine Furnace east of Brock Road that had been shuttered since 1847. By January 1862, the furnace was back in production; new iron mines were being dug and the woods were again being logged to produce charcoal, perhaps into the company's lands that extended west to Ellwood. Since most enslaved people had fled, the company turned to employees and soldiers to work in the furnace as part of the war effort. Absalom Chewning, a master blacksmith and son of William and Permelia Chewning of Mount View plantation, was hired to oversee daily operations at the furnace.<sup>6</sup>

Early in the war, the Union Army of the Potomac was planning for possible fighting throughout the region south of the Rappahannock and Rapidan rivers—a natural divide between Washington DC to the north and Richmond to the south. By November 1862, Army engineers had completed a map that documented roads and other major features on the eve of the outbreak of war in the region, which began with a Confederate victory at the first Battle of Fredericksburg, December 11–15, 1862. The map showed the Orange Turnpike (known as the "Old Turnpike" since its replacement by the Orange Plank Road in the 1850s), the Vacluse and Greenwood mines, Wilderness Run, Parker's Store, the "Old Wilderness Tavern" that was the home of the Simms family, and the nearby house of Widow Jones (fig. 1.31). These features would become landmarks in the fighting that enveloped the Wilderness over the next two years.

### **WILDERNESS IN THE CAMPAIGNS OF 1863**

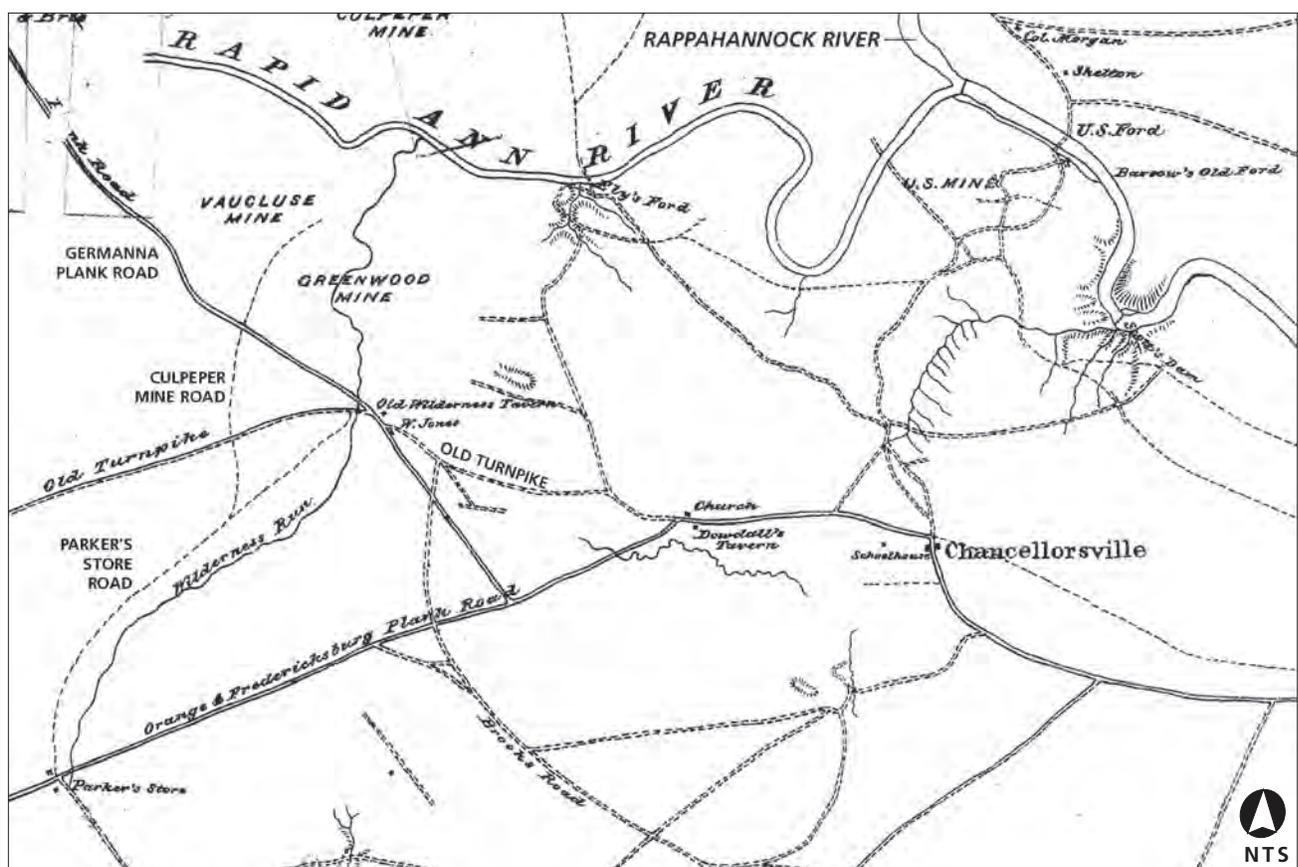
Two battles touched the Wilderness in 1863: The Battle of Chancellorsville, which was part of a campaign that included the battles at Salem Church and 2<sup>nd</sup> Fredericksburg between April 30 and May 5; and the Battle of Mine Run, which included the Battle of Payne's Farm, on November 27, 1863.

### Battle of Chancellorsville

Major hostilities reached into the Wilderness in the spring of 1863. In late April, a minor skirmish occurred near Ellwood as the Confederates tried to delay Union forces that were advancing from Germanna Ford toward Chancellorsville. Other federal troops were crossing the Rapidan River at Ely's Ford and the Rappahannock River at U.S. Ford, and together under the lead of General Joseph Hooker they occupied the turnpike corridor from the Chancellorsville Inn west to Wilderness Church, and north toward the Rapidan River. Meanwhile, the Army of Northern Virginia under General Robert E. Lee was advancing west from Fredericksburg, which they had occupied since their victory the prior December. On May 1, 1863, fighting broke out along the old turnpike east of the Chancellorsville Inn. In remarks that would portend the conditions a year later in the Battle of the Wilderness, General Robert E. Lee reported that at Chancellorsville they were "...surrounded on all sides by a dense forest, filled with a tangled undergrowth, in the midst of which breastworks of logs had been constructed..."<sup>7</sup>

Figure 1.31. Detail of a Army map showing the region south of the Rappahannock and Rapidan rivers early in the Civil War, November 1862. (Detail, Army of the Potomac, "Map of a Part of Eastern Virginia including Portions of Spotsylvania Co.," National Oceanic and Atmospheric Administration, Historical Map & Chart Collection, image CWEVA, annotated by SUNY ESF)

During a pause in the fighting on the evening of May 1, General Lee and Lieutenant General Thomas "Stonewall" Jackson planned a surprise attack on the Union right flank near Wilderness Church, which took Jackson's 2<sup>nd</sup> Corps on a twelve-mile march through the woods in the eastern part of the Wilderness. They marched past Catharine Furnace, crossed through the Stephens and Trigg farms,



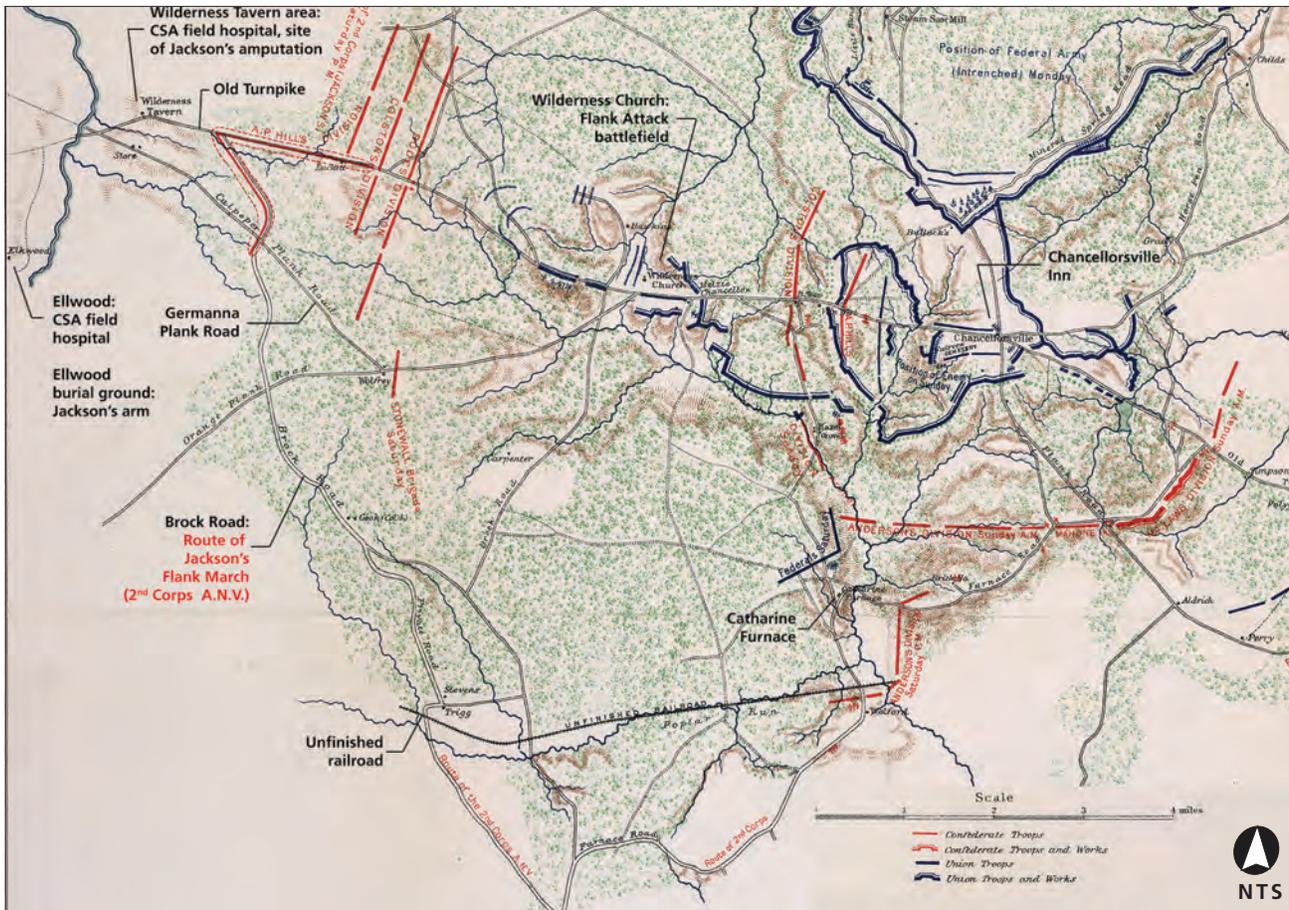


Figure 1.32. Map showing battle action at Chancellorsville, including Jackson's flank march, in relation to Ellwood and the eastern portion of the Wilderness, 1863. (Detail, Jedediah Hotchkiss, "Sketch of the Battles of Chancellorsville, Salem Church, and Fredericksburg, May 2, 3, and 4, 1863," *Atlas to Accompany the Official Records of the Union and Confederate Armies, 1891-1893*, annotated by SUNY ESF)

headed north on Brock Road, and then turned east on the Orange Turnpike not far from Wilderness Tavern (fig. 1.32). Late in the afternoon on May 2, Jackson launched his surprise attack against the US 11<sup>th</sup> Corps in one of the few large farm clearings in the area, surrounding Wilderness Church at the junction of the old turnpike and Orange Plank Road (fig. 1.33).

Jackson pushed the 11<sup>th</sup> Corps back toward the Chancellorsville Inn, but was wounded by fire from his own men in the evening of May 2. He was rushed to a field hospital set up in the Confederate rear at or near Wilderness Tavern, where his arm was amputated. His chaplain, Rev. Beverly Tucker Lacy, the brother of J. Horace Lacy, interred the arm in the Ellwood burial ground south of the house. Jackson was transported to the Chandler plantation twenty-seven miles to the southeast, where he died eight days later.<sup>8</sup>

The next day saw the fiercest fighting, which took place in and around the Union headquarters at the Chancellorsville Inn, and ended in Confederate victory that forced the Army of the Potomac back across the Rapidan and Rappahannock rivers. The Chancellorsville Campaign, with over 154,734 forces engaged (97,382 US and 57,352 CS) came at a heavy cost for both sides, resulting in an estimated 30,000 casualties (17,000 US and 13,000 CS). With these massive casualties, the Ellwood house was pressed into service as a Confederate field hospital, a function that continued for months after the battle. A Mr. Jones, an employee of

J. Horace Lacy, was still living on the plantation with a small number of enslaved people, who helped care for the 250 wounded men in the Ellwood hospital. Approximately twenty-four were buried at Ellwood: a captain in the family burial ground and the remainder in the field west of the house. At the field hospital on William Simm's Wilderness Tract, about 3,000 wounded were accommodated. The Confederates used Simms' dwelling house kitchen, two stables, granary store house, and two shops. They took down 4,000 feet of fencing to build coffins and bunkbeds for the soldiers, harvested forty cords of wood, and trampled Simm's fields where he had raised 11,000 pounds of hay the prior year.<sup>9</sup>

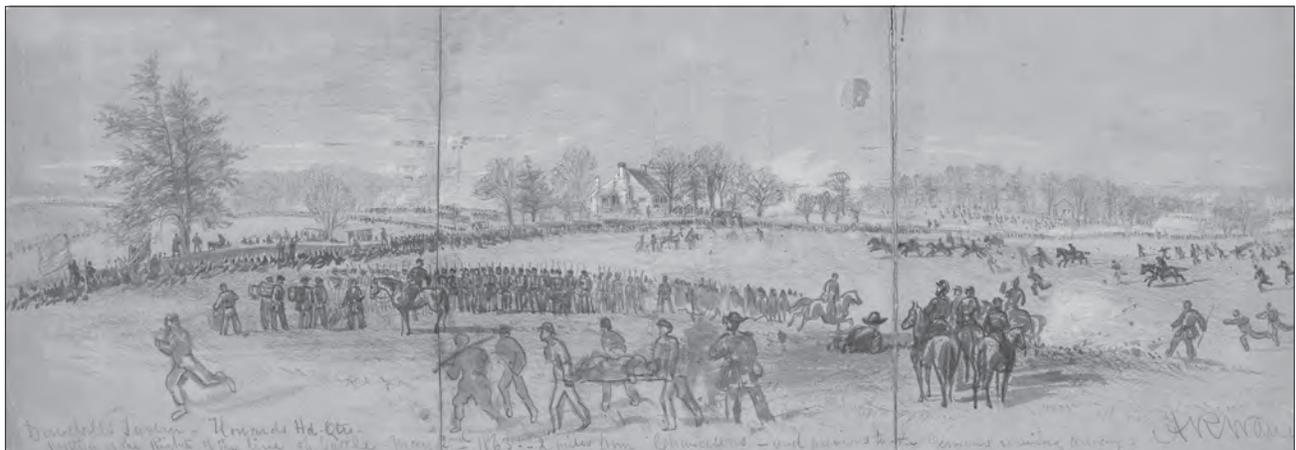
With renewed confidence in his victory, General Lee led the Army of Northern Virginia into the North. In early July, two months after Chancellorsville, Lee met General Hooker's replacement, General George Meade at the Battle of Gettysburg, where the Confederates suffered a resounding defeat. Lee retreated to Virginia with little opposition by Union forces.<sup>10</sup>

#### Battle of Mine Run

By the fall of 1863, the portion of Virginia south of the Rapidan River, including Richmond, remained in Confederate control, while the area to the north was held by the Union. Lee's Army of Northern Virginia, at 49,000 troops, had amassed south of the Rapidan River in western Orange County, and Meade's Army of the Potomac, with 84,000 troops, was finally in pursuit. A series of minor battles known as the Bristoe Station Campaign took place along the Rapidan River in October and November, 1863 as Union forces attempted to break through. Although weakened, Lee remained entrenched along the south bank of the river near Mine Run, northwest of the old Locust Grove plantation at the western edge of the Wilderness.<sup>11</sup>

**Figure 1.33. The Jackson Flank Attack on May 2, 1863, looking southwest in the clearing that surrounded Wilderness Church at the eastern extent of the Wilderness. Much of the fighting at Chancellorsville took place in farm clearings such as this, but also in dense second-growth woods that were found across the Wilderness. (A. R. Waud, "Position of the Right of the line of battle May 2<sup>nd</sup>, 1863..." Library of Congress, digital ID L22467u)**

In late November before winter set in, Meade planned a surprise offensive against the Confederate's unprotected right flank near Mine Run. On November 26, the Union 3<sup>rd</sup> Corps under the command of Major General William French crossed the Rapidan at Jacob's Ford upstream from Germanna Ford, and headed south

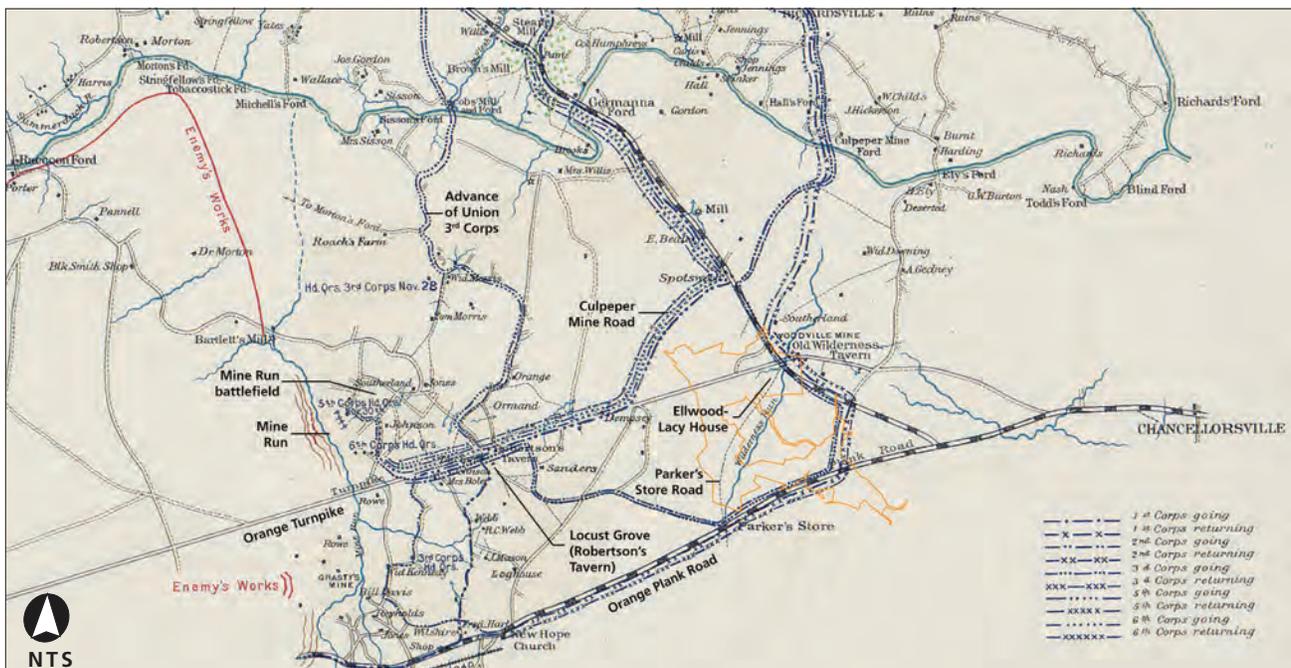


toward Locust Grove, identified by the landmark Robertson’s Tavern on the Orange Turnpike (fig. 1.34). The crossing of French’s column did not proceed as planned, and the operation fell a day behind schedule, which gave General Lee time to reinforce his right flank along the Mine Run. As Union troops were marching south toward Locust Grove, Confederates under General Edward Johnson attacked at the Payne Farm east of Mine Run. Over 16,000 men were engaged in the battle, which subsided by the end of the day and was followed by days of skirmishes. The Confederates formed an entrenched line along Mine Run, which Meade bombarded as reinforcements from the 1<sup>st</sup>, 2<sup>nd</sup>, 5<sup>th</sup>, and 6<sup>th</sup> Corps streamed in along the Germanna Plank Road, Culpeper Mine Road, and Orange Plank Road, passing by Orange Grove (Spotswood), Ellwood, Wilderness Tavern, and Parker’s Store (see fig. 1.34). The Ellwood and Chewing houses were damaged during the campaign.<sup>12</sup>

The campaign was indecisive, with General Lee thwarted by the much larger Union offenses and General Meade likewise failing to break the entrenched Confederate lines along Mine Run. On November 30, Union troops began to retreat back across the Rapidan River, while Confederate forces remained entrenched. Mine Run saw over 69,600 Union and 44,400 Confederate forces engaged; the Union suffered 1,272 casualties, the Confederates, 680. After the campaign, both armies went into winter quarters, the Army of the Potomac near Culpeper Court House, and the Army of Northern Virginia south of the Rapidan, west of the Wilderness.<sup>13</sup>

On February 6, 1864, regiments of the Union 2<sup>nd</sup> Corps crossed the Rapidan at and near Morton’s Ford, located upstream from Germanna Ford northwest of Locust Grove, in an attempted winter attack on Lee’s fortifications. The skirmish

**Figure 1.34. Map of the Mine Run Campaign showing Confederate entrenchments south of the Rapidan River and along Mine Run (red lines) and movement of US troops through the Wilderness between November 26 and December 2, 1863. (Detail, “Sketch Showing the Operations of the Army of the Potomac from Nov. 26 to Dec. 3, 1863,” from *Official Records of the Union and Confederate Armies, Series I, vol. 29: Operations in: North Carolina, Virginia, Maryland, and Pennsylvania, August 4-December 31, 1863*, annotated by SUNY ESF)**



failed, but caused Lee to further reinforce his defensive works, and led the federals to devise a plan of attack that would draw Lee away from his entrenched position. Three months later, the Union army began a new campaign against Lee that would bring a major battle into the heart of the Wilderness.<sup>14</sup>

### **BATTLE OF THE WILDERNESS <sup>15</sup>**

At the beginning of May 1864—a year after Chancellorsville and not long after Mine Run, the Army of the Potomac was making plans to once again cross the Rapidan River. General George Meade still headed the army, but he now had a superior: Lieutenant General Ulysses S. Grant, whom President Lincoln had appointed commander of the entire United States Army on March 9, 1864. Grant was known as an understated, steadfast commander who had achieved important victories in the Western theater at Shiloh, Vicksburg, and Chattanooga. The Army of the Potomac's crossing of the Rapidan would be the opening of the Overland Campaign—an effort devised by Grant and Lincoln to capture Richmond by fighting Lee through a war of attrition in the outlying countryside, where the Confederates had limited supply lines and fortifications. Grant's first objective was to push Lee south from his entrenched position along the Rapidan west of the Wilderness. The Overland Campaign was part of a coordinated strategy that included attacks at the heart of the Confederacy from the south and west.

Grant commanded four corps of about 120,000 troops in the Overland Campaign. Three corps belonged to the Army of the Potomac under Meade: the 2<sup>nd</sup> Corps led by Winfield S. Hancock, with divisions headed by Francis C. Barlow, John Gibbon, David Birney, and Gershom Mott; the 5<sup>th</sup> Corps led by Gouverneur K. Warren, with divisions headed by Charles Griffin, John C. Robinson, Samuel Crawford, and James Wadsworth; the 6<sup>th</sup> Corps led by John Sedgwick, with divisions headed by Horatio Wright, George Getty, and James Ricketts; and the Cavalry Corps commanded by Philip Sheridan, with divisions led by Alfred Torbert, David Gregg, and James Wilson. Ambrose Burnside's independent 9<sup>th</sup> Corps also joined the forces. On the Confederate side, General Robert E. Lee commanded three corps of about 61,000 troops: the 1<sup>st</sup> Corps under James Longstreet, with divisions headed by Joseph Kershaw, and Charles Field; 2<sup>nd</sup> Corps—Stonewall Jackson's men—under Richard Ewell, with divisions headed by Jubal Early, Edward Johnson, and Robert Rodes; the 3<sup>rd</sup> Corps under Ambrose Powell Hill, with divisions headed by Richard Anderson, Henry Heth, and Cadmus Wilcox; and the Cavalry Corps led by J. E. B. Stuart.

At dawn on Wednesday, May 4, 1864, Warren's 5<sup>th</sup> Corps and Sedgwick's 6<sup>th</sup> Corps began to cross the Rapidan River at Germanna Ford on two pontoon bridges thrown up by Army engineers (fig. 1.35). Burnside's 9<sup>th</sup> Corps would follow later. Hancock's 2<sup>nd</sup> Corps crossed down river at Ely's Ford. The Union also used Culpeper Mine Ford midway between Elys Ford and Germanna Ford for supply



**Figure 1.35. Union troops and wagon trains crossing the Rapid River at Germanna Ford, looking south toward the Wilderness, May 5, 1864. The smoke in the distance is from fighting in the Wilderness that had already begun. Troops were camped on the south bank of the river near where the colonial outpost of Germanna and Governor Spotswood's mansion had stood. (Edwin Forbes, "The Army of the Potomac crossing the Rapidan River at Germanna Ford," Library of Congress, LC-DIG-ppmsca-20681)**

trains that transported ammunition and food over a 160-foot wooden pontoon span erected on May 4. The train then followed Culpeper Mine Ford Road south to Germanna Plank Road.<sup>16</sup>

Meade knew the territory into which the army was heading—the Wilderness with its dense, second-growth woods that were ideal enemy cover. He and Grant planned to head south on the Germanna Plank Road and Brock Road to move through the Wilderness as quickly as possible in order to fight Lee in the more open territory to the south. Their plan was for the armies to meet near Todd's Tavern on Brock Road about six miles south of Wilderness Tavern. Due to delays in the supply trains, Warren's 5<sup>th</sup> Corps halted at Wilderness Tavern in the evening of May 4, and set up camp in the surrounding fields. James Wilson's cavalry division was scouting Confederate positions near Parker's Store. Sedgwick's 6<sup>th</sup> Corps was encamped along Germanna Plank Road near Flat Run, Burnside's 9<sup>th</sup> Corps was still north of the Rapidan, and Hancock's 2<sup>nd</sup> Corps was encamped south of Chancellorsville. Grant gave orders to resume the march at 5 o'clock the next morning.

As Hancock's corps crossed through Chancellorsville that evening, they encountered the remains of fighting the previous spring—burned woods, mounds from entrenchments, and skeletal remains on the ground or protruding from shallow graves. One soldier who was a veteran of Chancellorsville described the horrible conditions:

This region is an awful place to fight in. The utmost extent of vision is about one hundred yards. Artillery cannot be used effectively. The wounded are liable to be burned to death. I am willing to take my chances of getting killed, but I dread to have a leg broken and then to be burned slowly; and these woods will surely be burned if we fight here. I hope we will get through this chapparal [sic] without fighting.<sup>17</sup>

Those soldiers would indeed fight in the Wilderness—their pause during the night of May 4–5, together with inadequate cavalry patrols, would prove to be a great advantage to the Confederates. Lee learned of Grant’s strategy, and rather than wait behind his Mine Run defenses, he planned to attack the federals while they were in the Wilderness, since its dense woods and confusing terrain would diminish the Union’s advantage in troop numbers. Lee began moving his men into position on May 4. By the evening, Ewell’s 2<sup>nd</sup> Corps was on the Orange Turnpike near Locust Grove about three miles west of Wilderness Tavern, while Hill’s 3<sup>rd</sup> Corps was on the Orange Plank Road about three miles west of Parker’s Store. For Lee, one problem was that Longstreet’s 1<sup>st</sup> Corps was still about twenty miles to the southwest, near Gordonsville, and could not arrive by the morning.

As Union and Confederates forces began their opposing marches in the morning of Thursday, May 5, 1864, fighting broke out on two fronts: the Orange Turnpike to the north and the Orange Plank Road to the south. The plank road was more strategically important because it intersected Brock Road, which was the primary route south toward Richmond—the Union objective. The Orange Turnpike provided access to the Confederate stronghold south of the Rapidan, where the Union did not want to fight, but it provided access to Union supply lines from the north. For two long days, the Battle of the Wilderness raged in the mostly wooded battlefield. The battle saw over 162,920 forces engaged, and left 29,800 casualties in its wake—the fifth costliest battle of the Civil War.<sup>18</sup>

### **Battlefield Landscape**

The harsh fighting conditions of Chancellorsville were a hint of what troops would encounter in the heart of the Wilderness. Fighting took place in some fields where traditional battle lines could be formed, but much of the Wilderness battlefield was covered by dense second-growth woods on hilly terrain crossed by a vast network of streams and swamps and few roads. These conditions made troop movement difficult, hampered use of artillery, and limited sight lines. One of Warren’s aides later wrote, “All semblance of line of battle was gone, and there were gaps everywhere between regiments and brigades.”<sup>19</sup> The artist correspondent Alfred Waud captured the chaos of the fighting in his field sketch of a skirmish by the Bucktail regiment (1<sup>st</sup> Pennsylvania Reserves) of Wadsworth’s Division, probably in the woods south of the Orange Turnpike (fig. 1.36). Another of Waud’s sketches showed regiments in Crawford’s division amassed on hilly

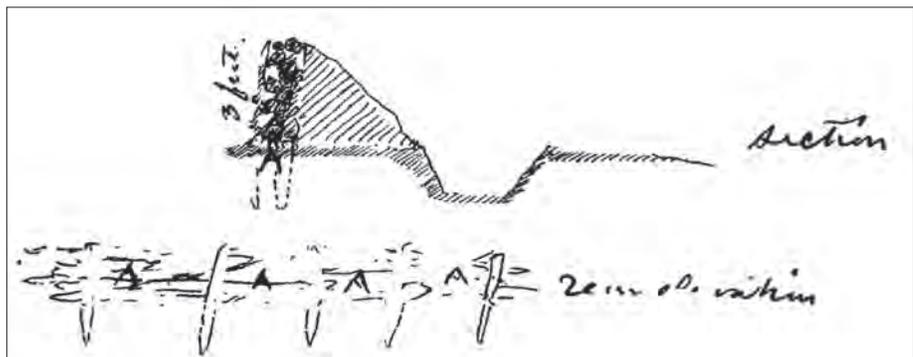
Figure 1.36. Field sketch of a chaotic skirmish in the dense woods of the Wilderness by a regiment in Crawford's Division of the 5<sup>th</sup> Corps, May 5 or 6, 1864. (Alfred Waud, "Skirmish in the Wilderness. Bucktails. 5 Corps point. '64," Library of Congress, LC-DIG-ppmsca-21531)



Figure 1.37. Regiments in Wadsworth's division amassed in the dense woods of the Wilderness, and opposing forces on the ridgetop in the distance, May 6, 1864. The white area in the middle ground is probably gun smoke. (Alfred Waud, "Genl. Wadsworths division in action in the Wilderness, near the spot where the General was killed." Library of Congress, LC-DIG-ppmsca-20999)



Figure 1.38. Sketch made by Frederick Law Olmsted of a section of earthworks and an elevation of the log parapet wall made by Union troops near the Potomac River in 1863. This same construction was used at Wilderness. Olmsted, the famous landscape architect, served in the US Sanitary Commission during the war. (Frederick Law Olmsted to Edwin Lawrence, July 15, 1863, Olmsted Gettysburg Letters, Houghton Library, Harvard University)



terrain deep in the woods near the Orange Plank Road, with the opposing forces barely visible on a rise in the distance (fig. 1.37).

Both armies rapidly constructed extensive lines of defensive works to provide cover and establish battle lines. The typical work for both armies, dug from the relatively soft ground, consisted of a trench with an earthen parapet with its steep, vertical rear side supported by log walls with log braces (fig. 1.38). These were known as earthworks, log works, or breastworks due to the breast-height of the parapet. Most were protected by an abatis, a thicket of logs and branches laid in front of the work. Corridors were cleared through wooded areas to make room for the works and provide the needed logs. Soldiers fired from behind the parapets; artillery guns were also lined up behind the parapets. Similar construction was used to form semi-circular works known as rifle pits or lunettes around individual artillery emplacements, some of which were incorporated into lines of breastworks. Each side built a comparable number of these defensive works, which extended in opposing lines for more than four miles from north of the Orange Turnpike to south of Orange Plank Road, with additional Union works along Brock Road. The Confederate lines, which were farther up the Wilderness Run watershed, were overall on higher ground than the Union works. Two lines of entrenchments were also built near Germanna Ford, across Germanna Plank Road.

Perhaps the most dreaded conditions of the battle occurred as ammunition and musketry ignited fires in the hot, dry woods with their thick underbrush (fig. 1.39). Fires also occurred along the breastworks, as the log structures, many made of highly combustible sap-rich pine, caught fire. Smoke from artillery and musketry together with the smoke from the burning woods made battlefield conditions even more horrendous. Major Wesley Brainerd of the 50<sup>th</sup> New York Engineers



Figure 1.39. Union troops removing wounded from the burning woods, May 6, 1864. (Alfred Waud, "Wounding escaping from the burning woods of the Wilderness," May 6, 1864, Library of Congress, LC-USZ62-7043, copy in Fredericksburg and Spotsylvania National Military Park, Wilderness Digital collection, #232)



**Figure 1.40. Sketch of Warren's 5<sup>th</sup> Corps encampment near Wilderness Tavern and his regiments heading south on Parker's Store Road through Ellwood, looking south, circa May 5, 1864. This sketch, a lithograph published from a war-time sketch, is probably a compilation of conditions between May 5 and 7; it shows smoke from battles and possibly forest fires raging along the Orange Turnpike (smoke in right distance) and Orange Plank Road (left distance). (Edwin Forbes, "View of the Battle of the Wilderness," published in *Frank Leslie's Illustrated Newspaper*, May 28, 1864, Library of Congress, LC-DG-ppmsca 22380, annotated by SUNY ESF)**

recalled: "The smoke from the clouds of powder and the denser clouds caused by the burning woods became stifling, suffocating, blinding. . . Two hundred thousand men [sic], inspired with the desperation of demons, were fighting in a wilderness of fire."<sup>20</sup>

#### **Battle Overview, May 5, 1864**

As planned, Meade began to move the Union forces west early in the morning of Thursday, May 5, 1864 from encampments in and around the Wilderness Tavern. Due to miscommunication or lack of cavalry pickets in the front, the army was not aware of the Confederates' proximity. Major General Warren began moving his corps from Wilderness Tavern through Ellwood down Parker's Store Road toward the Orange Plank Road (fig. 1.40). His division headed by Crawford reached the Chewning Farm by 7:15 am. It was then that Warren received reports of Confederates on the turnpike about two miles from Wilderness Tavern. Grant and Meade ordered Warren to attack what they assumed was a small division, but it was actually Ewell's entire corps.

The Army of the Potomac quickly moved into position for battle. The Lacy House and Ellwood clearing became the center of the Union rear, where Meade and Warren set up headquarters (fig. 1.41). Grant set up his headquarters on a knoll at the edge of the woods north of the Orange Turnpike within sight of Meade's headquarters. Sedgwick's 6<sup>th</sup> Corps was encamped to the north along Culpeper Mine Road near Orange Grove along Germanna Plank Road; Sedgwick set up his headquarters at the Spotswood house. Hancock's 2<sup>nd</sup> Corps was marching from its encampment south of Chancellorsville. From within the woods at his headquarters site, Grant deliberated on the direction for a battle he had not planned, in a landscape that offered little clear strategy (fig. 1.42).<sup>21</sup>

#### **Orange Turnpike Front**

Around 6 am, Ewell's Corps (CS) began constructing a strong defensive line just inside the woods along the west side of the old cornfield known as Saunders Field



**Figure 1.41.** Sketch of the Union rear and headquarters at Ellwood, looking northwest after two days of battle, May 7, 1864. Numbers key: #3. 5<sup>th</sup> Corps headquarters at the Lacy house and encampment in the field to the south; #4. Lacy House; #5. Orange Turnpike; #6. Rebel prisoners under guard; #7. Ammunition trail; #8. Reserve artillery; #9. Portion of 6<sup>th</sup> Corps (also location of Grant's headquarters). (Detail, Edwin Forbes, Morgan Collection of Civil War Drawings, LC-DG-cph3c09429)

(fig. 1.43). About noon as Warren's 5<sup>th</sup> Corps lead regiment, the 140<sup>th</sup> New York Volunteers entered Saunders Field and was greeted with a volley from Ewell's Corps positioned on high ground at the far end of the field.

The 5<sup>th</sup> Corps fell back to form an entrenched line in the woods east of the field and south of the turnpike held by Wadsworth's Division (see fig. 1.43). Warren's right was later reinforced by Sedgwick's 6<sup>th</sup> Corps, some of whom arrived from the northeast via Culpeper Mine Road. Ewell extended his entrenched line from the Higginson Farm to north of Culpeper Mine Road. Sedgwick built trenches facing Ewell north of Saunders Field. Fighting continued on and off throughout the day, concentrated in the open space of Saunders Field and scattered throughout the dense, tangled woods. The fighting was so intense in Saunders Field that the woods around Ewell's trenches caught fire from exploding artillery. Meade, Grant, and other officers observed and directed from behind the lines near Ellwood (fig. 1.44). While the right of the Union line abandoned the Chewning Farm and fell back to Ellwood, overall the bloody combat along the turnpike ended in a stalemate with nightfall.



**Figure 1.42.** Grant whittling in the Wilderness near his headquarters, May 5, 1864. The artist, Charles Reed, identified the cluster of individuals in the background (l-r) as: George Meade, Andrew Humphreys, Charles Coffin, and Congressman Elihu B. Washburne. (Library of Congress, Charles Reed Collection, copy in Fredericksburg and Spotsylvania National Military Park, Wilderness digital collection, #1708).

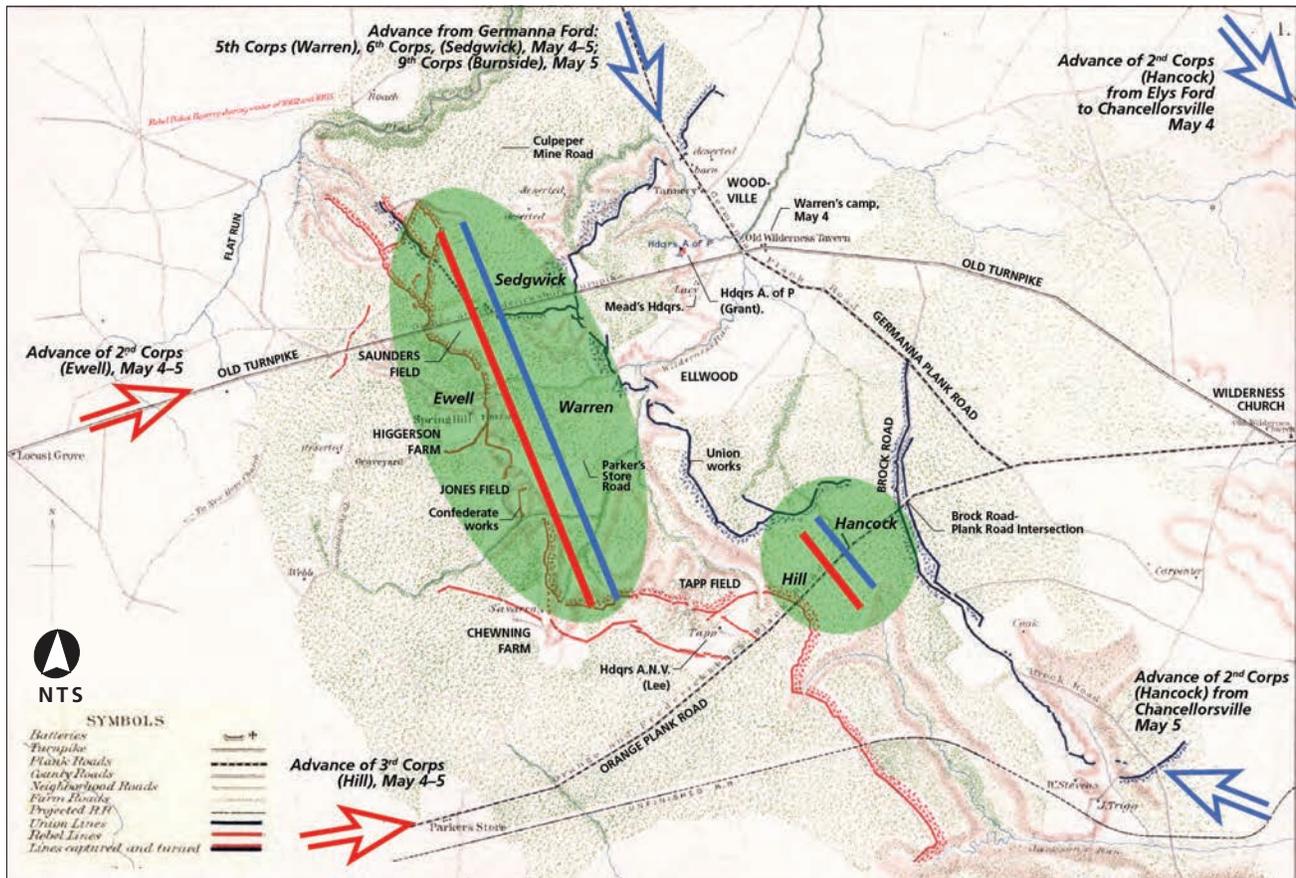


Figure 1.43. Map showing general areas of concentrated fighting on May 5, 1864, and troop movements leading up to the fighting. The map also shows Union and Confederate entrenched lines represented by earthworks as completed by the end of the battle. ("Map of the Battlefield of the Wilderness," *Atlas to Accompany the Official Records of the Union and Confederate Armies, 1861-1865*, Plate XV, US War Department, ca. 1895, annotated by SUNY ESF)

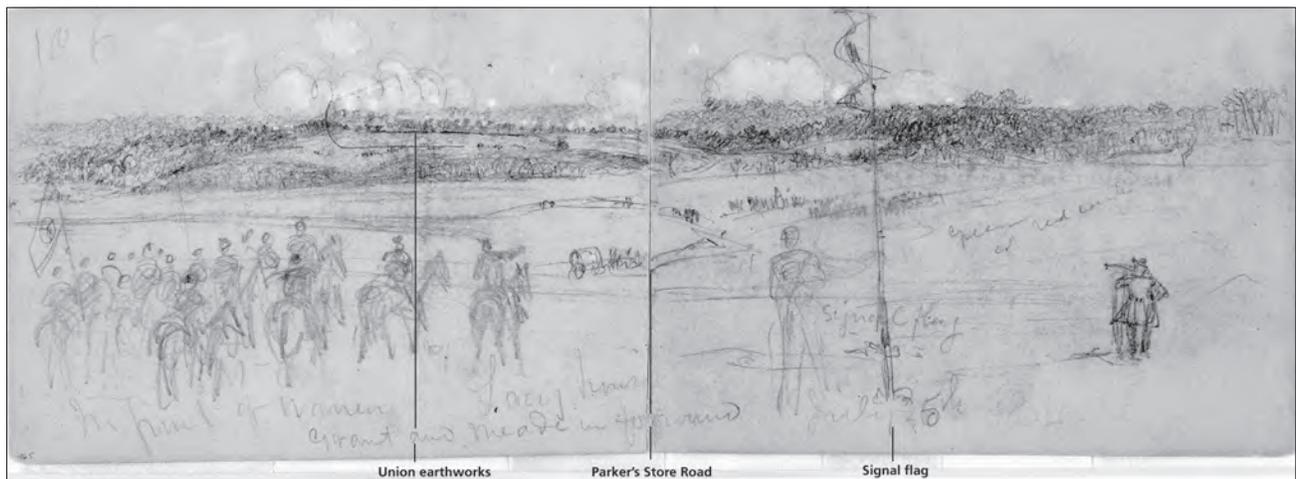


Figure 1.44. Field sketch of the Ellwood plantation during the Battle of the Wilderness looking west from near the Lacy House showing Grant and Meade in the foreground, and smoke from fighting taking place in the woods to the west, May 5, 1864. (Alfred Waud, "In front of Warren, Grant and Meade in foreground," Library of Congress, LC-DIG-ppmsca-19801, annotated by SUNY ESF)

### *Orange Plank Road Front*

The second front in the battle on May 5 was along the Orange Plank Road, where Hill's 3<sup>rd</sup> Corps (CS) was approaching from the west, reaching Parker's Store around 8 am; Hancock's 2<sup>nd</sup> Corps (US) was heading north along Brock Road (see fig. 1.43). Due to lack of communication from Union cavalry scouts, Hancock was unaware of the Confederate's progress. Hill's aim was to capture the plank road crossing at Brock Road, which was the primary north-south route through the Wilderness and would have isolated Hancock's troops to the south and the rest of the Union army to the north. As Hill neared the intersection, Grant realized the peril and sent one of Sedgwick's divisions commanded by George W. Getty to the secure the crossroads. Hancock arrived soon after and began pushing Hill's troops west in the woods along the Orange Plank Road (fig. 1.45). In the intense fighting that ensued, Hancock lost one of his generals, Alexander Hays, in the woods west of Brock Road. Hill, who was far outnumbered by the Union forces and was waiting for reinforcement from Longstreet's 1<sup>st</sup> Corps that was still far to the west, retained ground from behind a line of entrenchments around the Tapp Farm, north and south of the plank road. Hancock reinforced his position along Brock Road with a double line of entrenchments that faced dense, second-growth woods to the west (fig. 1.46). Despite their numerical advantage, Hancock's forces fell in the face of Confederate skirmishers who took cover throughout the dense woods. General McAllister, who commanded a brigade under Getty, recounted:

...over the breastworks [along Brock Road] we went, but the dense thicket of underbrush made it impossible for the troops to keep their proper distance, so that when coming into line of battle, owing to pressure from the Sixth Corps on my right and the Excelsior Brigade on my left, there was not room to form line of battle in two ranks, which caused some little difficulty. We moved for-



Figure 1.45. The Orange Plank Road showing scene of fighting, with a Confederate entrenchment on the left side of the road, photographed ca. 1866. (G. O. Brown photograph, Library of Congress, LC-DIG-ppmsca-32873)

ward; the enemy's skirmishers opened on us... On receiving the enemy's fire, to my great astonishment, the line began to give away on the left. It is said first the Excelsior Brigade, then my left regiment—First Massachusetts Volunteers—and regiment after regiment, like a rolling wave, fell back, and all efforts to rally them short of the breast-works were in vain.<sup>22</sup>

As fighting subsided with nightfall, Union forces retreated to Brock Road, and the Confederates to the Tapp Farm. General Lee set up headquarters near the Tapp house, protected by a line of artillery commanded by William Poague that was built along the boundary between Ellwood Plantation and Catharine Furnace Company property.

#### **Battle Overview, May 6, 1864**

May 6 began with conditions similar to those of the previous morning: Sedgwick and Warren facing Ewell along the turnpike, and Hancock, with reinforcement from Burnside's 9<sup>th</sup> Corps, facing Hill's 3<sup>rd</sup> Corps along the Orange Plank Road. Unaware of Longstreet's approach, General Grant ordered a general attack to start at dawn on May 6. Lee, anticipating the arrival of Longstreet's troops, concentrated on defeating the Union's left flank along the plank road.

#### *Orange Turnpike Front*

Fighting resumed in and around Saunders Field on Friday morning (fig. 1.47). Warren and Sedgwick (US) continued trying to break through the strong position of Ewell's 2<sup>nd</sup> Corps (CS) throughout the day (fig. 1.48). Sedgwick entrenched a short distance east of Ewell's line north of the turnpike. While Sedgwick's troops did not break through, they did succeed in keeping the Confederates apart from their primary front on the plank road. Toward the end of the day, Brigadier

Figure 1.46. Sketch showing Hancock's 2<sup>nd</sup> Corps entrenched behind log works on Brock Road, May 5 or 6, 1864. Note dense, second-growth character of the woods. Edwin Forbes, an artist correspondent, may have redrawn the image on May 11, 1864 as inscribed based on a field sketch. (Edwin Forbes, "The Wilderness, on the Brock road, 2nd Corps," Library of Congress, LC-DIG-ppmsca-20682)



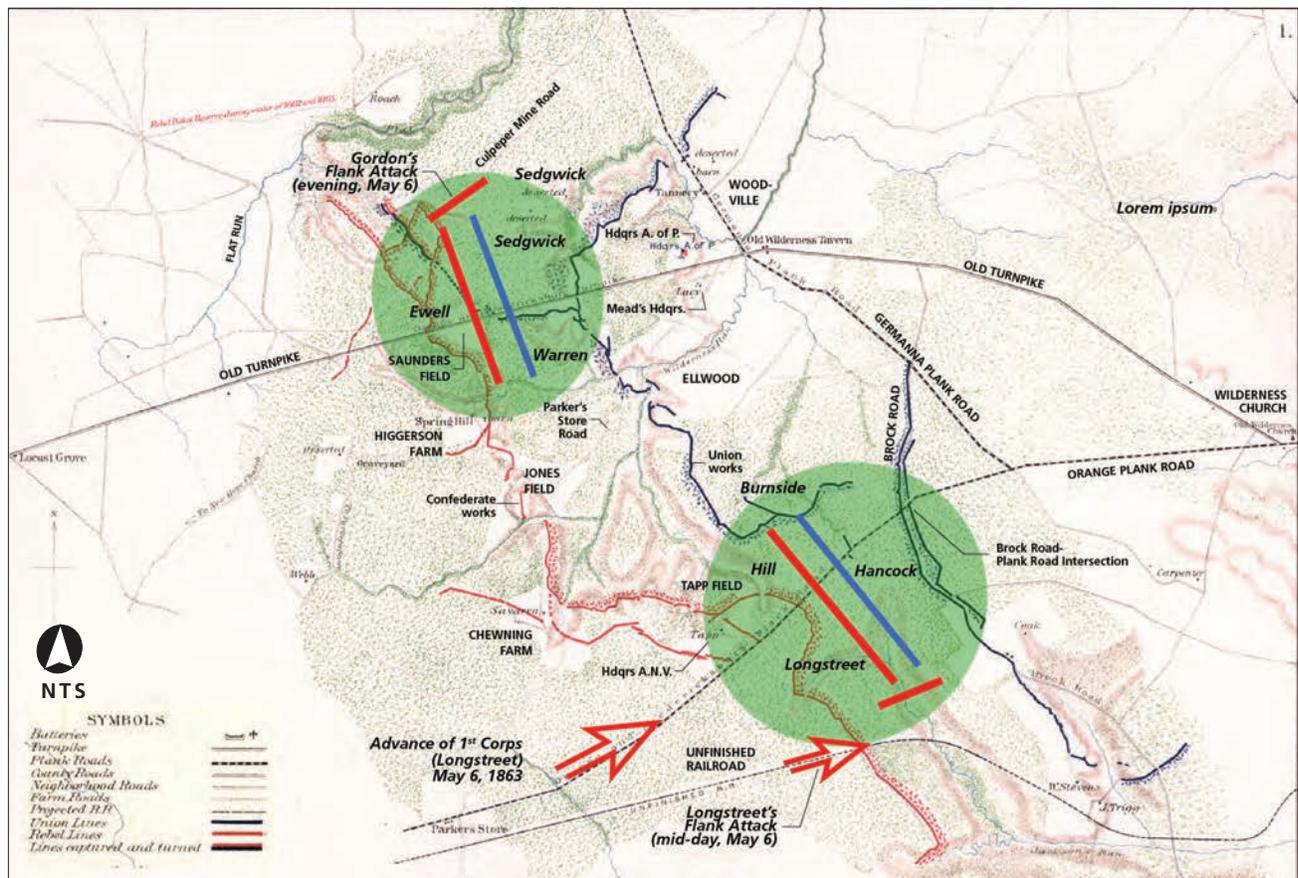


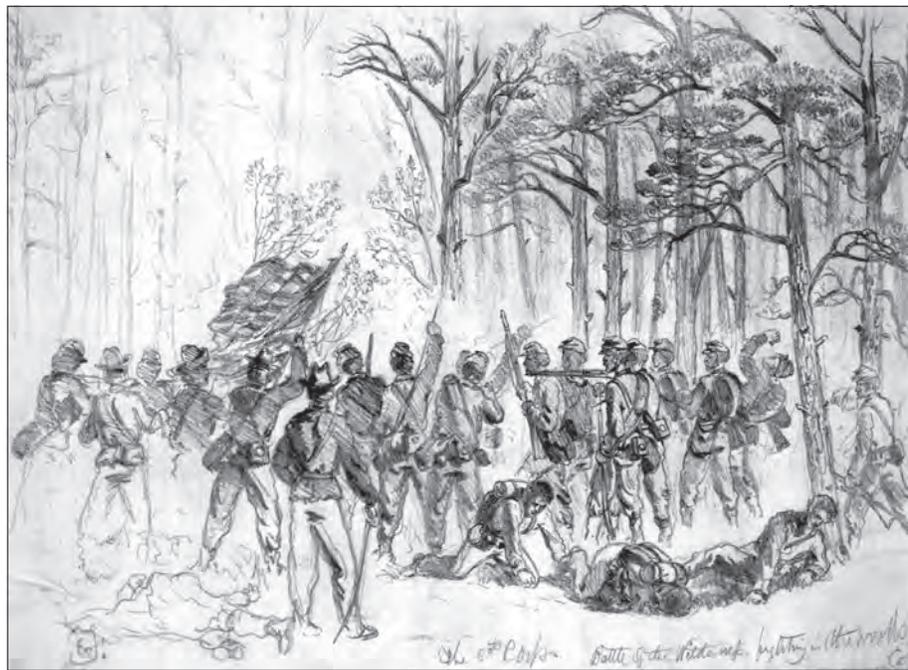
Figure 1.47. Map showing general areas of concentrated fighting on May 6, 1864, and approach of Longstreet's 1st Corps. The map also shows Union and Confederate entrenched lines represented by earthworks as completed by the end of the battle. ("Map of the Battlefield of the Wilderness," *Atlas to Accompany the Official Records of the Union and Confederate Armies, 1861-1865*, Plate XV, US War Department, ca. 1895, annotated by SUNY ESF)

General John B. Gordon of Early's Division found that the right (north) flank of Sedgwick's line was exposed, but Ewell did not want to attack. General Lee visited the front around 5:30 and ordered the flank attack to proceed, led by Gordon's brigade and supported in part by 2<sup>nd</sup> Corps brigades commanded by Robert Johnson and John Pegram. Gordon struck near sunset and captured two Union generals and several hundred troops. Fighting extended along Culpeper Mine Road north toward the Spotswood house (Orange Grove) and Germanna Plank Road, but nightfall soon brought the attack to an end. Gordon captured Sedgwick's lines north of Saunders Field, and began to build additional trenches that ran perpendicular across the earlier works. Sedgwick fell back to a new entrenched line to the east. During the night, troops built breastworks that extended from east of Germanna Plank Road in a large arc along a ridge south of Keaton's Run to the old turnpike, joining works to the south built earlier by Warren's 5<sup>th</sup> Corps.<sup>23</sup>

#### *Orange Plank Road Front*

Burnside's 9<sup>th</sup> Corps and Wadsworth's Division of Warren's 5<sup>th</sup> Corps arrived during the night to reinforce Hancock along Brock Road. Around 5 am on May 6, Hancock's 23,000 troops attacked Hill's divisions of about 14,000, and almost broke through the Confederate line at Tapp Farm (see fig. 1.47). Lee had expected Longstreet's 1<sup>st</sup> Corps to arrive during the night, but without Ewell's forces

Figure 1.48. Sedgwick's 6<sup>th</sup> Corps fighting in the woods, probably north of the old Orange Turnpike, May 5 or 6, 1864. (Edwin Forbes, "The 6<sup>th</sup> Corps, Battle of the Wilderness, Fighting in the woods," Library of Congress, LC-USZ62-14293)



redeployed from the turnpike front, Lee faced a crisis; Poague's artillery could not hold the federals. As Confederate troops began to retreat in the face of superior Union numbers, Longstreet's corps finally arrived along the Orange Plank Road, headed by General John Gregg's Texas brigade. The Texans formed a line across Tapp field and began a desperate assault against the Union front; partway through Lee joined them. Concerned for his safety, the Texans shouted, "Lee to the Rear" and led the general to safety (fig. 1.49).<sup>24</sup> The brigade checked the Union advance, providing time for the rest of Longstreet's corps to arrive. It may have been at this time that the Confederates began to clear approximately twenty acres of woods northeast of Tapp Field, in front of Poague's Battery on property that belonged to the Catharine Furnace Company.<sup>25</sup>

Figure 1.49. A late-nineteenth century image of the Lee to the Rear incident at the Widow Tapp farm, May 6, 1864. (John Filmer illustration, in Angelina V. W. Winkler, *The Confederate Capital and Hood's Texas Brigade*, 1894, copy in Fredericksburg and Spotsylvania National Military Park, Wilderness digital collection, #226)



Later that morning, Hancock resumed his offensive. Longstreet attacked from the center and the Union left flank via the unfinished railroad corridor, in the woods south of the plank road (see fig. 1.47). Together with a failed attack by Burnside from the Union right, the Confederates were able to push Hancock back toward Brock Road. Casualties on both sides were very high, including many officers. These included Brigadier General James Wadsworth, Commander of the Fourth Division of Warren's 5<sup>th</sup> Corps and a widely known multi-millionaire and candidate for the governor of New York. He was shot in the back of the head along the plank road while trying to rally his troops to defend the imperiled Union left flank, and died two days later in a Confederate hospital tent. Confederate commanders in Longstreet's corps, including Colonel James D. Nance, commander of the 3<sup>rd</sup> South Carolina and Colonel Franklin Gaillard, commander of the 2<sup>nd</sup> South Carolina, were shot dead along the plank road. As the Confederate line advanced toward Brock Road, Longstreet ordered several brigades to advance, but men in Brigadier General William Mahone's brigade of Hill's 3<sup>rd</sup> Corps mistakenly fired upon their own troops and hit Longstreet, seriously wounding him in the neck and shoulder. Lee arrived at the front and delayed the advance until the lines could be sorted out.

Fighting did not resume until later in the afternoon, when the Confederates surged toward Brock Road. Portions of the breastworks caught fire and Hancock could not defend them; Confederates captured the works and planted their flags (fig. 1.50). Fire swept through the surrounding woods. Farmers along Brock Road tried to pull wounded men out of the conflagration, as one person recalled:

'Yes, all this was a flame of fire while the fight was go'n' on. It was full of dead and wounded men. Cook and Stevens, farmers over hyer, men I know, heard the screams of the poor fellahs burnin' up, and come and dragged many a one out of the fire, and laid 'em in the road.'<sup>26</sup>



Figure 1.50. Field sketch of the Confederate advance on the Union works along Brock Road, May 6, 1864. (Alfred Waud, "Rebel advance through the smoke, and seizure of a part of the breastworks on Brock road. The logs had caught fire," Library of Congress, LC-DIG-ppmsca-21538)

The Union finally drove the Confederates back, and with nightfall bringing an end to the fighting, held Brock Road—the main route toward Richmond.

### **Battle's End**

After two intense and bloody days of fighting, the battle remained inconclusive. The Confederates had gained a tactical victory against the vastly larger Union forces, pushing them back on both fronts along the Orange Turnpike and Orange Plank Road. While the Union was extending its entrenchments in an arc around Ellwood, the Confederates remained firmly entrenched in their positions that had changed little since May 5. The horrible battlefield conditions, including fires that still raged through the woods, made continued stalemate likely. Horace Porter, a Union staff officer, recalled years later about the night of May 6–7,

Forest fires raged; ammunition trains exploded, the dead were roasted in the conflagration; the wounded, roused by its hot breath, dragged themselves along, with their torn and mangled limbs, in the mad energy of despair, to escape the ravages of the flames, and every bush seemed hung with shreds of blood-stained clothing. . .<sup>27</sup>

That night, General Grant decided to leave the Wilderness, recognizing there was little opportunity for victory. Unlike Chancellorsville and Mine Run, Grant chose not to retreat back across the Rapidan, but to continue his war of movement and strategy against Lee by taking the offensive and advancing south toward Richmond in keeping with the goal of the Overland Campaign. By 6:30 am on May 7, Grant issued a directive to send his army south toward Spotsylvania Court House, which would place him between Richmond and Lee's entrenched positions in and west of the Wilderness. Sedgwick's 6<sup>th</sup> Corps was to march south from Chancellorsville as a reserve force; some were already camped at the Catharine Furnace, which the troops deemed a military target and destroyed. The main columns composed of Warren's 5<sup>th</sup> Corps and Hancock's 2<sup>nd</sup> Corps headed south on Brock Road, quietly and under cover.<sup>28</sup>

On Saturday, May 7, Grant rode at the head of his army and approached the Germanna Plank Road-Orange Turnpike intersection, where he motioned to continue south on Germanna Plank Road toward the heart of the Confederacy. The soldiers cheered Grant's leadership and recognized the fighting of the past two days had not been in vain (fig. 1.51). Between May 8 and 21, the two armies clashed again at the Battle of Spotsylvania Court House, twelve miles southeast of the Wilderness.

According to official returns from the Battle of the Wilderness, the Union lost about 17% of its total force, including 2,246 soldiers killed, 12,037 wounded, and 3,833 captured. Many units suffered much heavier casualties: the Vermont Brigade, a unit of Sedgwick's 6<sup>th</sup> Corps that fought alongside Hancock in defending the Orange Plank Road-Brock Road intersection, lost 1,234 men or

Figure 1.51. Sketch of General Grant on horseback leading Union forces south on Brock Road, May 7, 1864. (Edwin Forbes, "Gen. US Grant at Wilderness, May 7, 1864," Library of Congress, USZ62-7044, copy in Fredericksburg and Spotsylvania National Military Park, Wilderness digital collection, #249)



44% of its total number—the highest of any Union brigade. A total of 209 Union officers had been mortally wounded. Confederates also suffered a similar casualty rate of 18%, with approximately 1,495 killed, 7,690 wounded, and 1,940 captured or missing. Union hospitals were set up in tents at the Lacy house (Ellwood) and Wilderness Tavern. The 2<sup>nd</sup> Corps set up several division hospitals at the Carpenter Farm on Herndon Road, east of Brock Road. Confederates treated wounded at farmhouses, a main hospital toward Orange Court House, and a hospital near Wilderness Tavern, where they had also treated their wounded from the Battle of Chancellorsville.<sup>29</sup> Papers reported of the frightful conditions at the hospitals: “Long trains of ambulances were continually bringing in men wounded in every place and every way that imagination can conceive. . . . Some lay pale and quiet seeming almost dead; others were frightfully disfigured by wounds in the face, and the blood oozing from their wounds formed pools upon the ground. Oaths, prayers, sighs, groans and shrieks seconded together.”<sup>30</sup>

As the armies headed toward Spotsylvania Court House, some troops remained behind, pulling wounded men and prisoners from the Wilderness, large parts of which remained on fire, and burying the dead. The ferocity of the fighting and harsh conditions left both armies with little time or energy to inter their fallen. Of those fortunate to be buried in the immediate aftermath of the battle, they were typically buried near where they fell—such as corpses from Gregg’s brigade interred in a shallow trench along the Orange Plank Road. Those who died at the numerous field hospitals on the battlefield were often buried nearby in graves marked by crude stakes or wooden headboards (fig. 1.52).<sup>31</sup>

With both armies occupied by fighting at Spotsylvania Court House beginning on May 8, thousands of unburied bodies were left behind on the Wilderness battlefield. In mid-June, 1864, US Major McPherson visited the Wilderness with burial corps and found the wounded still being treated at the makeshift field

hospitals. Traveling west from Chancellorsville on the Orange Plank Road, he reported,

...at a distance of four miles [from Chancellorsville] we began to see evidences of the battle, in the number of newly made graves, and wounds from shot on the trees. A little further on, and we began to find the stench intolerable from dead bodies of both sides, that could be counted by scores along the road-side... One of my Lieutenants, returning from a short ride into the woods here, assured me that he found a large chestnut tree on one side of which was lying nine of our men, and seven of the enemy on the opposite side, and no place could be found twelve feet from the ground, but had been hit by bullets. Rifle-pits were constructed at right angles from the road on either side, and perhaps from one-fourth to one-half a mile apart... These pits were of fallen trees, trimmed and piled upon each other, against which earth was thrown up, and must have been a great defence [sic] to the enemy...<sup>32</sup>



**Figure 1.52. Temporary Union graves made in the immediate aftermath of the battle and marked by crude stakes and wood headboards, photographed 1866. Graves depicted are likely at the Carpenter Farm, marking 2nd Corps casualties. (O. G. Brown, "Soldiers graves of the 5th A.C. [Army Corps] Wilderness battle field," Library of Congress, LC-DIG-stereo-1s03968)**

### **WAR EFFECTS ON THE WILDERNESS COMMUNITY**

Although the overall rural and forested character of the Wilderness remained by the end of the Civil War in 1865, little of it was not impacted by the battles that raged in the region in 1863 and 1864. Perhaps one of the most telling photographs taken by visitors a year or two after the battle was from Wilderness Tavern looking out over the Ellwood clearing and crossroads of the Orange Turnpike and Germanna Plank Road: a landscape of desolation and ruin (fig. 1.53). In the woods that had become famous for their horrendous conditions, destruction and debris remained scattered, along with log breastworks burned or ruined from battle (figs. 1.54, 1.55). Efforts to identify and reinter the remains in proper burial grounds did not begin until after the war. While much of the landscape was in ruins, some residents were restoring their farms by repairing buildings and fence lines, leveling defensive breastworks to return fields to cultivation, and removing detritus of war.

Figure 1.53. The ruins of Wilderness Tavern on right, looking west on the old Orange Turnpike (labeled as "27"), photographed ca. 1866. The tavern was destroyed during or shortly after the battle. The surviving dependency across the road was part of the tavern property owned by the Simms family and was probably built as a store in 1855. The horizontal dark line in the middle ground is the Germanna Plank Road. (O. G. Brown photograph, "Wilderness Tavern ruin & Germania [Germania] plank road," Library of Congress, LC-DIG-stereo-1s03966)



### Ellwood Plantation

On account its location near a major crossroads and in one of the few large clearings in the Wilderness, the Lacy house had been pressed into service as a field hospital and its grounds were used by Confederate artillery, which fired onto Union troops marching east on the Orange Turnpike during the Battle of Chancellorsville in 1863. A lasting addition to the landscape was the burial of Stonewall Jackson's amputated arm in the family burial ground. During the Mine Run campaign in November 1864, the Lacy house was ransacked and troops carried off books from the library.<sup>33</sup> By the time the Army of the Potomac arrived at Ellwood in May 1864, the plantation had been abandoned in large part. A veteran of the 146<sup>th</sup> New York of Warren's 5<sup>th</sup> Corps recalled,

The ground on which the Fifth Corps was thus drawn up in battle array was that of the Lacy estate, a worn-out farm lying between the Orange turnpike and the Fredericksburg plank road. On a few fields which had been cultivated the year before were to be seen the stubble and remains of the crops they had borne, but the greater part of the area was covered with young trees and many species of bushes and vines. Across this open space zigzagged the farm road [Parker's Store Road] along which Crawford and Wadsworth had marched during the early morning hours... On the right side of this farm road about a quarter of a mile from the turnpike stood the Lacy house, surmounting the crest of a small hill and overlooking this barren domain. The worn and somewhat dilapidated house and outbuildings and the acres of wild, sparsely cultivated land stretching westward and terminating in dense woodlands, formed a break in the stretch of the Wilderness, but one that was fully as dismal as the forest itself.<sup>34</sup>

Figure 1.54. Woods along the Orange Plank Road showing typical damage to trees, detritus including boots, and skeletal remains after a year or more of lying on the open ground, ca. 1866. (O. G. Brown photograph, "Wounded trees in Grant's lines near cemetery no. 2, Wilderness field," Library of Congress, LC-DIG-stereo-1s03969)



Figure 1.55. Woods along the Orange Plank Road showing log breastwork and extensive damage to the woods, ca. 1866. (O. G. Brown photograph, "One of Grant's breast works opposite of cemetery no. 2, Wilderness," Library of Congress, LC-DIG-stereo-1s03970)



Figure 1.56. The Lacy house and core of the Ellwood plantation following the Battle of the Wilderness, looking south from the ruins of Wilderness Tavern, ca. 1866. (US Army Military History Institute, copy in Fredericksburg and Spotsylvania National Military Park, Wilderness digital collection, #1442)



While the Ellwood clearing and core of the plantation surrounding the Lacy house became the center of Union command during the Battle of the Wilderness, it witnessed little battle action aside from some artillery fire early in the battle. Major General Warren set up his headquarters in the front parlor of the Lacy house, and his corps encamped in the surrounding fields. Artillery, supply trains, and troop movements further damaged the already declining landscape. As the 5th Corps marched south from the Lacy House on Parker's Store Road the morning of May 5, the troops built three bridges across Wilderness Run and widened the road to about twenty feet to accommodate corps wagons and artillery. Many artillery pieces stood quiet near the Lacy house since they were of little use in the dense woods of the plantation's southern extent. Although damaged and desolate, most of the buildings and grounds of the core of the Ellwood landscape remained largely intact after the battle ended (fig. 1.56). However, one of the barns, located near General Meade's signal station west of the Lacy house, collapsed. The plantation shops along the Orange Turnpike east of Wilderness Tavern and the farmstead to the south along Germanna Plank Road withstood the battle. By the end of the war, the house on the plank road was occupied by Widow Jones.<sup>35</sup>

The Ellwood plantation saw significant fighting in its outlying areas, including the hillside pastures and woods south of the main clearing where Warren's 5th Corps and Burnside's 9th Corps built breastworks (fig. 1.57). The southern extent of the plantation was ringed by Confederate breastworks that crossed the Jones Field and extended into the Tapp Farm, where General Lee maintained his headquarters. A long corridor was cleared through the plantation's woods north of the Chewning Farm, possibly late in the night of May 6 as part of a planned Confederate defensive work or route that was never completed.<sup>36</sup>



Figure 1.57. Ellwood plantation showing battlefield as documented three years after the fighting ended, 1867. The map also shows the condition of Wilderness Tavern owned at the time of the battle by the Simms family. The solid white line indicates the approximate boundary of the Ellwood plantation. (Detail, US Army, "The Wilderness From Surveys under the direction of Bvt. Brig. Gen. N. Michler," 1867, Library of Congress, gmd/g3884w.cw0666000, annotated by SUNY ESF)

On May 8, the last battery left the Ellwood clearing. The caretakers that Horace Lacy allowed to live on the plantation prior to the battle were taken as prisoners by the Union. The plantation was abandoned for the remaining months of the war, although the Lacy house was occupied by a Northern squatter who hoped to claim the property.<sup>37</sup>

### **Orange Turnpike Places**

#### *Wilderness Tract—Simms Farm*

In contrast to Ellwood, the Simms Farm that included Wilderness Tavern was heavily damaged during the Civil War. Some damage most likely occurred when the property was used as a field hospital during the Battle of Chancellorsville in 1863, but the worst began with the encampment of Warren's 5<sup>th</sup> Corps starting on May 4, 1864. The main tavern building stood for most of the battle (see fig. 1.40). It may have been destroyed during the Union withdrawal on May 7–8 or soon after—it burned sometime prior to April 1866, leaving just the brick foundation and chimney stack standing (see fig. 1.53). The two-story building across the old turnpike that was most likely the Simms Store (tavern dependency) remained standing, but cabins for enslaved laborers at the rear of the tavern may have been destroyed.<sup>38</sup>

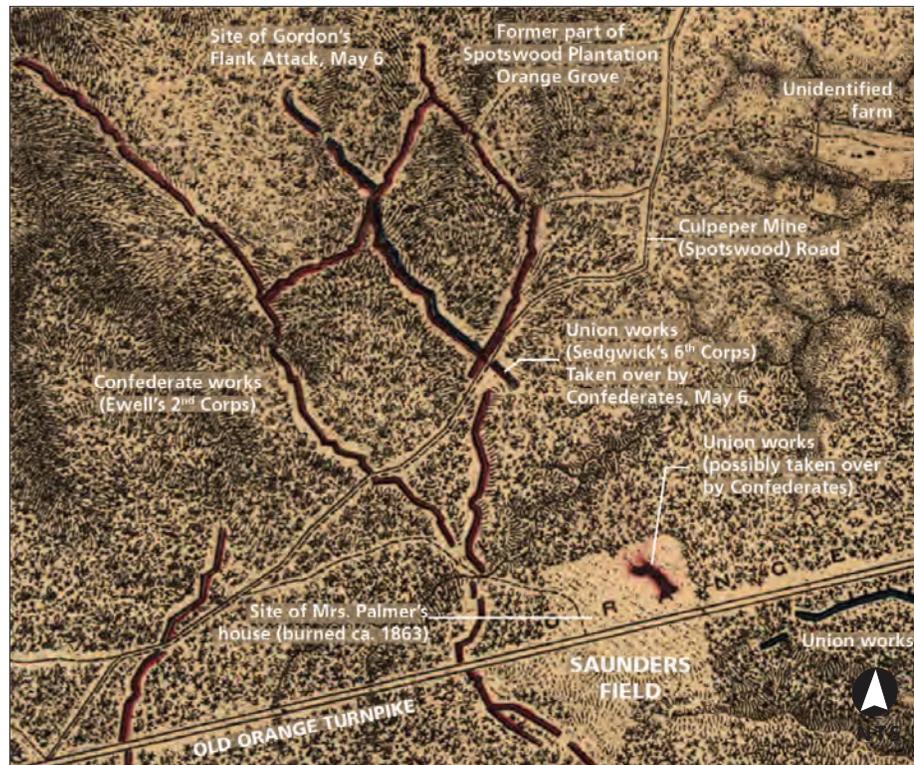
The battle and destruction of the main tavern building that served as the Simms family home apparently forced them to sell the 200-acre property. On June 5, 1864, one month after the battle, William M. and Rebecca E. Simms sold the property to Charles Payne and Nathaniel S. Jones for \$6,000.<sup>39</sup>

#### *Saunders Field*

By ca. 1862, a small house in Saunders Field, located on the north side of the Orange Turnpike where a farm road branched north and west to Culpeper Mine Road, was still occupied by a Mrs. Palmer. By 1863, the house had been destroyed by fire.<sup>40</sup> Maps showing Union troop movements in the Mine Run Campaign of November 1863 did not show the house, and by the time Union and Confederate forces clashed in Saunders Field on May 5, 1864, there was no record made of ruins or standing buildings on the field, although soldiers still referred to it as Palmer's Field, or Saunders Field after the family that may have once farmed the field. The field was planted in corn a year or two prior to the Battle of the Wilderness—perhaps prior to the fire at Mrs. Palmer's house in ca. 1863. An officer in the battle recalled,

It was narrow, deserted, occupying a depression between two irregular ridges. . . . The east and west sides sloped down to a gully in the middle. . . . The last crop of the old field had been corn and among its stubble that day were sown the seeds of glory. The woods were thick all around the field. . . .<sup>41</sup>

**Figure 1.58.** Saunders Field and area to the north that may have been part of the Spotswood Plantation showing battlefield as documented three years after the fighting ended, 1867. (Detail, US Army, "The Wilderness From Surveys under the direction of Bvt. Brig. Gen. N. Michler," 1867, Library of Congress, gmd/g3884w. cw0666000, annotated by SUNY ESF)



On the high ground along the west side of the field was Ewell's 2<sup>nd</sup> Corps line of breastworks, which included artillery emplacements and a double line of works (fig. 1.58). Union troops threw up breastworks in the northeast corner of the field. About a year after the battle, Saunders Field remained a quiet, desolate clearing with ravages of war still fresh (fig. 1.59). The surrounding woods were decimated from construction of the breastworks and the ensuing fires that were set off by artillery shots (fig. 1.60).

#### *Higgerson Farm*

After the outbreak of the Civil War, Benjamin Higgerson and his wife Permelia Chewning Higgerson continued to live at their farm on a ridge above the North Branch - Wilderness Run, adjacent to Ellwood Plantation. In late fall of 1862, Mrs. Higgerson took in a wounded Confederate soldier, perhaps one who had fought at the Battle of Fredericksburg. Benjamin Higgerson, then aged about 53, contracted smallpox from the soldier and died a year later on Christmas Day, 1863. Mrs. Higgerson continued to live at the farm, and was home when fighting broke out on May 5, 1864.<sup>42</sup>

The Higgerson Farm, located due south of Saunders Field, was part of the Orange Turnpike front and was initially swept by Union forces, but then fell to the Confederates who built breastworks through the farm (fig. 1.61). The farm clearing was at the south end of the mainline of Ewell's 2<sup>nd</sup> Corps breastworks, which ran east of the house and barn, and then turned west across the farm road that ran north-south through the clearing. A second line of angled breastworks

Figure 1.59. Saunders Field looking southwest across the clearing from Union works at the northeast corner of the field, ca. 1866. (O. G. Brown photograph, "Palmer's field, on Orange Turnpike, Federal entrenchments in foreground," Library of Congress, LC-DIG-ppmsca-32857)



Figure 1.60. Saunders Field showing burned and shattered woods around Ewell's 2<sup>nd</sup> Corps earthworks, looking northeast toward the Orange Turnpike, ca. 1866. (US Army Military History Institute, copy in Fredericksburg and Spotsylvania National Military Park, Wilderness digital collection, #218)



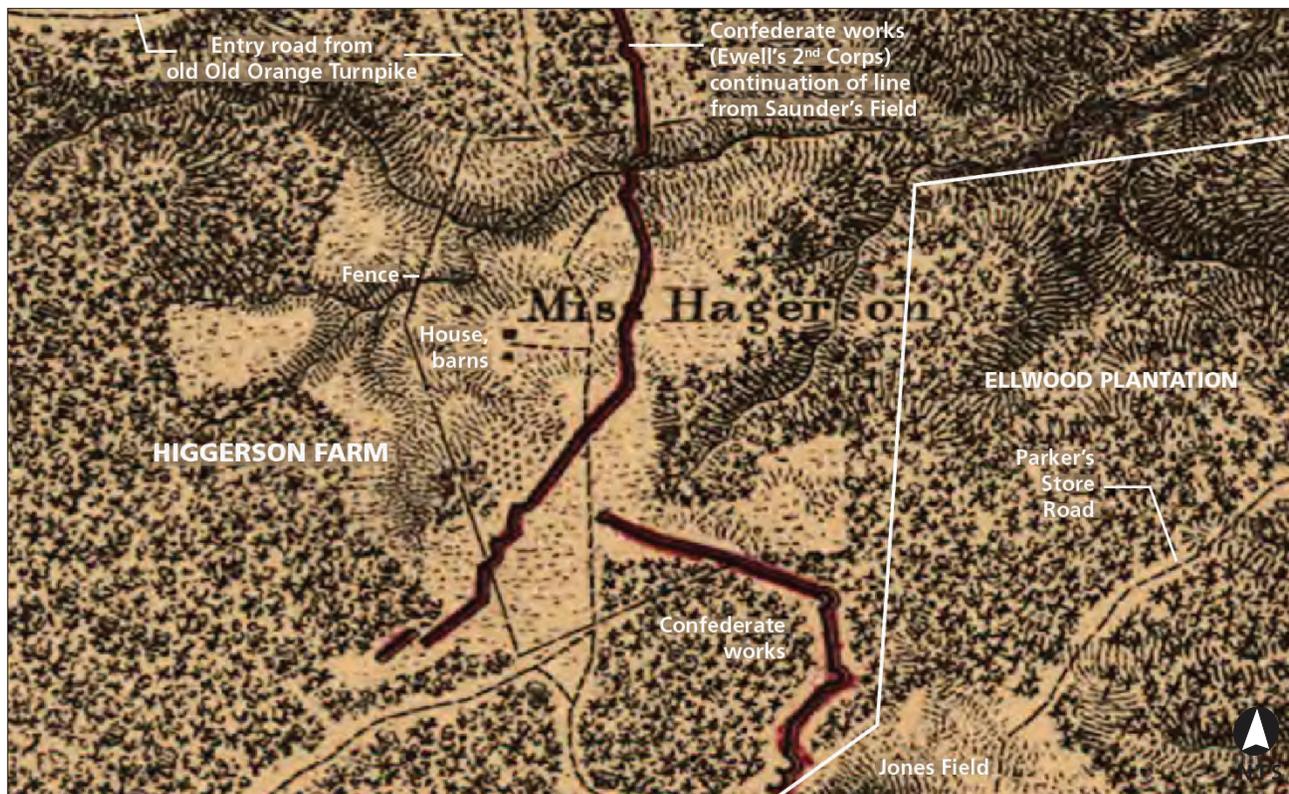


Figure 1.61. The Higgeron Farm showing battlefield as documented three years after the fighting ended, 1867. (Detail, US Army, "The Wilderness From Surveys under the direction of Bvt. Brig. Gen. N. Michler," 1867, Library of Congress, gmd/g3884v.cw0666000, annotated by SUNY ESF)

with artillery emplacements extended through the woods from the southeast corner of the farm clearing. This work created a cleared corridor extending into the adjacent Jones Field that was part of Ellwood Plantation.<sup>43</sup>

Despite the heavy fighting that surrounded the Higgeron farmstead, the house and barn were not destroyed. One soldier described the buildings as "a small hut and tobaccobarn [sic] built of logs."<sup>44</sup>

### Germanna Plank Road Places

#### *Orange Grove*

Orange Grove, the Spotswood plantation north of Ellwood and Woodville, saw Union troop movements and encampments during the Mine Run Campaign and the Battle of the Wilderness. Culpeper Mine Road (Spotswood Road) that ran southwest from Germanna Plank Road at the Spotswood House was the main advance of Sedgewick's 6<sup>th</sup> Corps on May 5, 1864. The Spotswood house, which served as Sedgewick's 6<sup>th</sup> Corps headquarters, was destroyed during the battle; the family subsequently moved into a smaller house nearby.<sup>45</sup>

Breastworks thrown up by Ewell's 2<sup>nd</sup> Corps and Warren's 5<sup>th</sup> Corps north of Saunders Field on May 5, 1864 may have extended into what was once the Spotswood plantation's Saw-Mill Tract located along and south of Flat Run (see fig. 1.58). These breastworks, which included those built following Gordon's Flank Attack on the evening of May 6, may have been what a visitor to the

Figure 1.62. Confederate earthworks (trenches), probably north of Saunders Field near the road to the Spotswood house (Culpeper Mine Road), ca. 1866. (Library of Congress, copy in Fredericksburg and Spotsylvania National Military Park, Wilderness digital collection, #2398)



battlefield about a year after the battle described as “Confederate earthworks near Spotswood’s house,” although the house was about a half-mile to the north (fig.1.62).<sup>46</sup>

#### *Woodville Plantation*

After the outbreak of the war in 1861, the Jones-related plantations and mine tracts north of Ellwood—Woodville and Greenwood—were most likely vacated by the families. The gold mines that shared the plantation names were certainly shuttered, if they had not already been prior to the war due to the decline in demand for Virginia gold following the California Gold Rush that began in 1849.

The Woodville Mine Tract—the southern part of Woodville that straddled the Germanna Plank Road—saw significant action during the Battles of Mine Run and Wilderness as Union troops surged south from Germanna and Culpeper Mine fords, but experienced little combat. During the Battle of the Wilderness, Sedgwick’s 6<sup>th</sup> Corps built breastworks that extended northeast across Germanna Plank Road into the Woodville Mine Tract (fig. 1.63).<sup>47</sup> These were built following Gordon’s Flank Attack on the evening of May 6 in an apparent attempt to secure the Union supply route after it had been shifted from Germanna Ford to Ely’s Ford, per Grant’s orders. After the battle, the Woodville villa that overlooked Wilderness Run probably remained vacant, and the farm buildings to the rear (west) were mapped as “deserted” in 1865, but were soon occupied by the Childress family who probably served as caretakers. The tannery on the south side

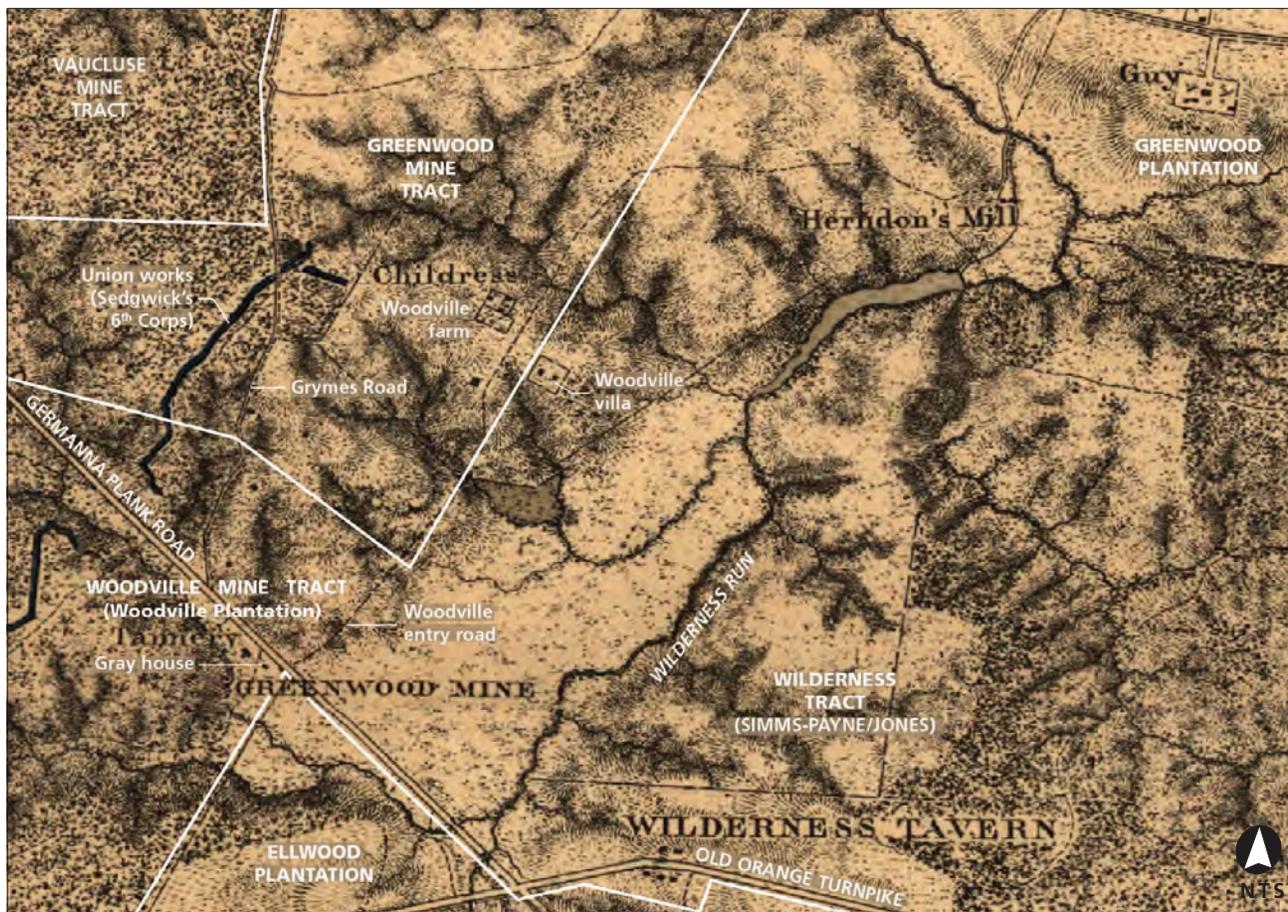


Figure 1.63. Woodville and Greenwood mine tracts as documented three years after the fighting ended, 1867. The white lines indicate approximate property boundaries where known. (Detail, US Army, "The Wilderness From Surveys under the direction of Bvt. Brig. Gen. N. Michler," 1867, Library of Congress, gmd/g3884w.cw0666000, annotated by SUNY ESF)

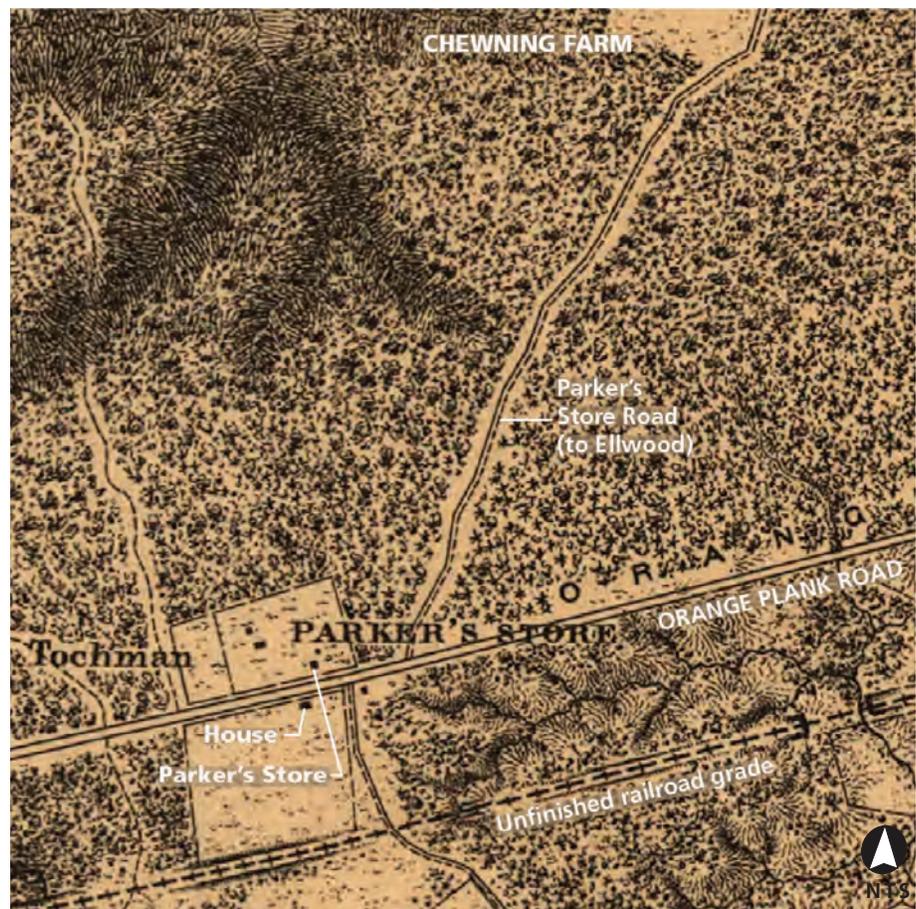
of Germanna Plank Road remained. The adjacent house had been the home of C. B. Gray and his wife, L. P. Gray, who were free blacks that presumably operated the tannery and rented the property from the Lacy-Jones family. After the battle, the Grays may have served as caretakers of Greenwood.<sup>48</sup>

#### Orange Plank Road and Brock Road Places

As the spine of the battle's southern front, Orange Plank Road witnessed significant destruction, mostly between Brock Road and the Tapp Farm, while Brock Road became the entrenched Union battle line. The few people who lived in the area fled as word spread of the Union Army's planned sweep through the Wilderness. The Row family fled their Greenfield house, located about one and one-half miles south of Orange Plank Road (current site of Fawn Lake development). The core of the plantation around the house fell to the Confederate rear, and was occupied by a regiment of Stuart's Cavalry Corps, while the northern fringes near the unfinished railroad were the scene of Longstreet's flank attack.<sup>49</sup>

Parker's Store served as a key strategic landmark that marked the western approach to the battlefield along the Orange Plank Road. Early in the war, Parker's Store was abandoned by the Hirsh brothers, who had acquired the business in ca. 1860. Issac Hirsch enlisted in the Confederate Army in April 1861. During the

Figure 1.64. Parker's Store as documented three years after the fighting ended, 1867. (Detail, US Army, "The Wilderness From Surveys under the direction of Bvt. Brig. Gen. N. Michler," 1867, Library of Congress, gmd/g3884w.cw0666000, annotated by SUNY ESF)



Battle of the Wilderness, a Union soldier reported the store as looking as though it had been looted and long deserted, as evidenced by a broken counter, fragments of shelving, a collapsed roof, and loose clapboards. Despite this, the building along with dependencies across the road within the rectangular clearing survived the battle because they were well outside of the front lines (fig. 1.64). The complex was occupied by the Tochman family after the battle.<sup>50</sup>

#### *Catharine Furnace Company Land*

Most of the woods along the Orange Plank Road and Brock Road belonged to the Catharine Furnace Company, which by 1864 was still owned by the Wellford family. The furnace had been shuttered years earlier, but the wartime demand for iron encouraged the Wellford family to reopen it. They rechartered the company under the name "Catharine Furnace Company," and in December 1861, Charles C. Wellford and his son, Charles B. Wellford along with three other investors took ownership of the 4,648-acre furnace tract that extended west and south to the Ellwood and Greenfield plantations. By mid or late 1862, mining and timber harvesting resumed in the company's extensive woods to supply the newly reopened furnace.<sup>51</sup>

The Catharine Furnace Company lands were the scene of intense fighting over control of the Brock Road-Orange Plank Road intersection. Hill's 3<sup>rd</sup> Corps built

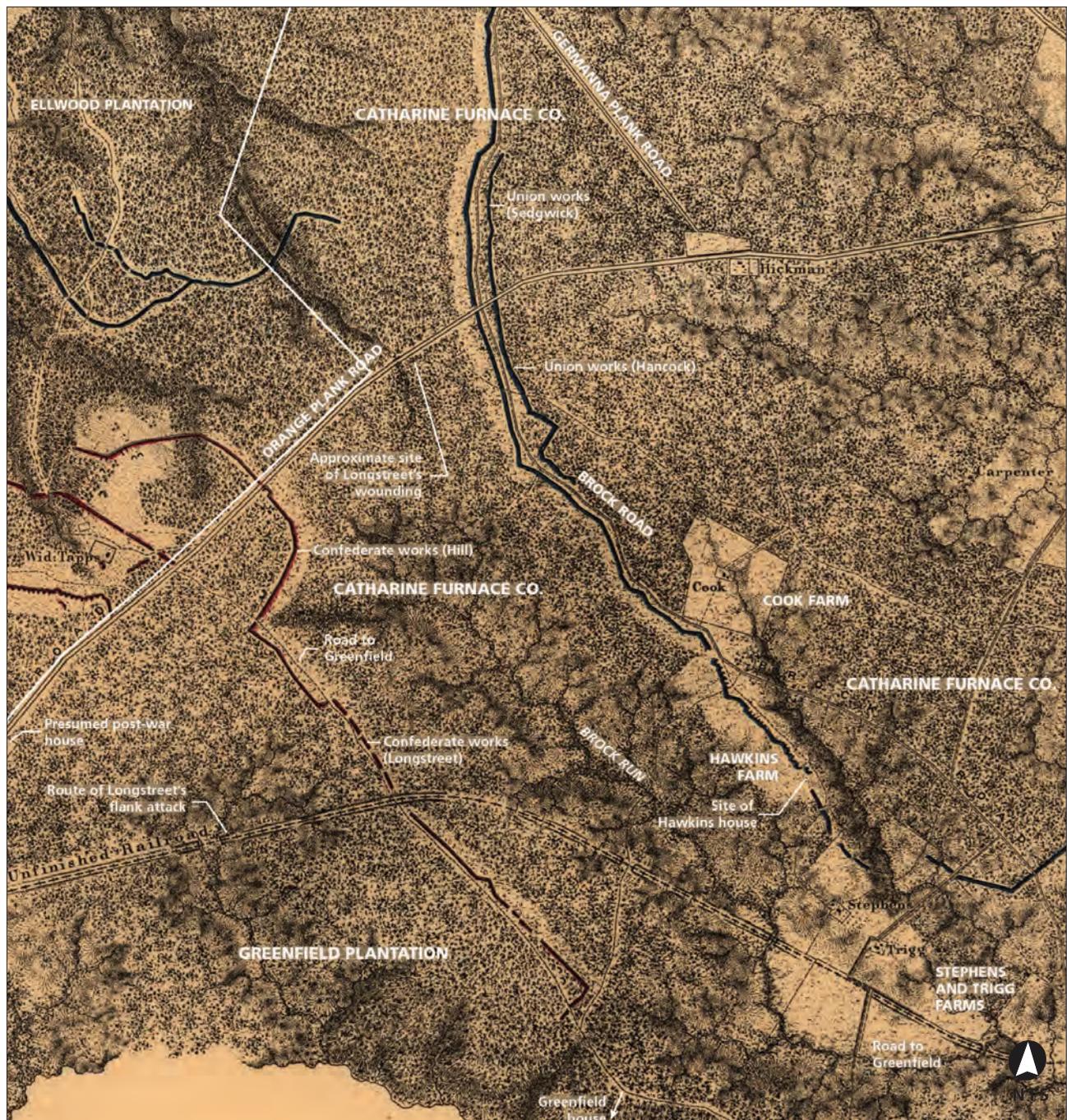
**Figure 1.65. Confederate works south of Orange Plank Road, probably Hill's 3rd Corps line that extended from around Tapp Field at Ellwood south into woods that were most likely owned by the Catharine Furnace Company, ca. 1866. (Library of Congress, U13745, copy in Fredericksburg and Spotsylvania National Military Park, Wilderness digital collection, #2396)**



a semi-circular line of breastworks around the Tapp Field that extended from Ellwood into the furnace lands (figs. 1.65, 1.66). On May 6, Longstreet's 2<sup>nd</sup> Corps extended that line south along the road to Greenfield that ran south from the Tapp Farm. This line crossed the unfinished railroad that Longstreet used to launch a flank attack against the Union left, and opposed a line of Union breastworks along Brock Road to the east. Most of these works were on furnace land. The site of the wounding of both General Longstreet and General Wadsworth occurred on furnace lands along the Orange Plank Road.<sup>52</sup>

### *Tapp Farm*

At the outbreak of the Civil War, the Tapp Farm—a tenant farm within Ellwood Plantation—was still home to Catherine Tapp, who had been widowed since 1857, and several of her adult children along with her daughter's toddler, Eliza Frances, later known as Phenie. The Tapps saw some military action during the battles of Chancellorsville and Mine Run as troops marched down Orange Plank Road, but it was not until May 5, 1864 that the farm became fully engulfed in battle. General A. P. Hill's 3<sup>rd</sup> Corps made the Tapp field the rear of its entrenched battle line, which encircled the farm to the east toward Hancock's 2<sup>nd</sup> Corps (see fig. 1.57). The Tapp family was still living in their tiny log house when fighting broke out. Hill's command evacuated them to the Pulliam house south of the plank road. As they were fleeing, young Phenie Tapp, then about five years old, thought she heard



**Figure 1.66.** The southern extent of Wilderness Battlefield as documented three years after the fighting ended, 1867. The solid white line indicates the approximate boundary of the Ellwood plantation. (Detail, US Army, “The Wilderness From Surveys under the direction of Bvt. Brig. Gen. N. Michler,” 1867, Library of Congress, gmd/g3884w.cw0666000, annotated by SUNY ESF)

thunder and remembered how “the bullets struck the dirt around them, kicking up dust like the drops of a coming storm.”<sup>53</sup> The area around the Tapp house was taken over as Lee’s headquarters, defended by a line of artillery commanded by William Poague.

With the arrival of Longstreet’s 1<sup>st</sup> Corps reinforcements the next day, General Lee ordered the Texas brigade to charge the Union forces across the Tapp field before being urged to find shelter in the rear. The Confederacy successfully defended their position, so the Tapp Farm stayed behind the main battle line and escaped the worst of the fighting in the woods to the east. The landscape was most likely still ransacked; the stables and corncrib, and the plum-cherry orchard

near the house were certainly damaged, but probably not lost. The Tapp house survived and was reoccupied by the family. The size of the farm's clearing was nearly doubled in size due to vegetation removal most likely undertaken by the Confederates north and east of Poague's battery on Catharine Furnace Company property.<sup>54</sup>

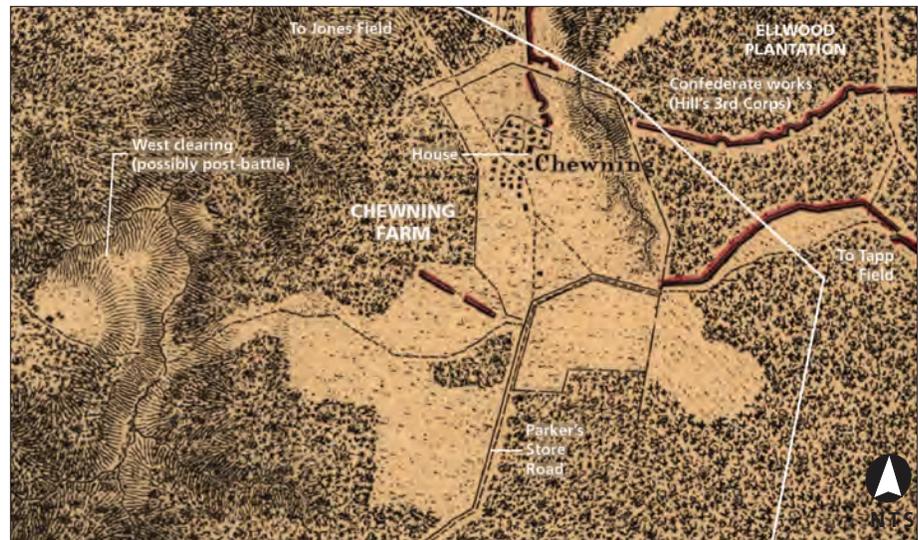
### *Chewing Farm*

At the outbreak of the war, William and Permelia Chewing and their two adult children, Jane and Absalom, were living at their plantation, Mount View, located on a rise adjacent to the south boundary of Ellwood Plantation. Absalom enlisted in the Confederate army, but was soon discharged due to health reasons and was sent to work at Catharine Furnace. In June 1863, William Chewing died in a tragic accident at Herndon's Mill, the mill built by the Jones family located at the Woodville Plantation on Wilderness Run north of Wilderness Tavern. Chewing was there to grind corn, and was knocked down when he opened the water gate, which resulted in a broken leg. He died soon after due to complications, and was buried on a hilltop south of his house at Mount View, his grave marked by a field stone.<sup>55</sup>

The Chewing house was damaged as Union troops swept west in the Mine Run Campaign of November 1864. But most of the damage occurred six months later. When Warren's 5<sup>th</sup> Corps first scouted the Chewing Farm early in the morning of May 5, 1864, they raided the house and livestock, taking the family's hogs. Mrs. Chewing was home alone and fled to her daughter's house some distance away. The Union troops soon evacuated the farm to the Confederates. The house fell behind their rear line marked by Hill's 3<sup>rd</sup> Corps breastworks that were part of the Orange Plank Road front that extended north and west from the Tapp Farm (fig. 1.67). The Confederate works curved through the woods around the hillsides east of the Chewing house. Two separate breastworks were built in the farm clearing west and north of the house.<sup>56</sup>

With its relatively high elevation that allowed for strategic views northeast across the Union lines toward Union headquarters at the Lacy house and Wilderness Tavern, the Chewing Farm became a prime location for Confederate artillery; at least two guns were positioned north of the house. Generals Lee and Hill used the Chewing house for reconnaissance by making a hole in the roof for a look-out. The Union made several attempts to retake the Chewing plateau, but failed. The house sustained additional damage. Union troops had returned to use the house as a hospital, and left the wood floors blood-stained. Outside, fields were trampled and rail fences destroyed; the Chewings lost 19 hogsheads of tobacco, each about 1100 to 1200 pounds. The farm's buildings were riddled with bullets, but most remained standing, except some outbuildings and cabins for enslaved laborers.

Figure 1.67. The Chewning Farm as documented three years after the fighting ended, 1867. The white lines indicate the approximate Ellwood plantation boundary. (Detail, US Army, “The Wilderness From Surveys under the direction of Bvt. Brig. Gen. N. Michler,” 1867, Library of Congress, gmd/g3884w.cw0666000, annotated by SUNY ESF)



Despite the damage, the Chewnings repaired and reoccupied the farm soon after the battle ended.<sup>57</sup>

#### *Brock Road Farms*

The small farms along Brock Road south of Orange Plank Road were located along the battle line of Hancock’s 2<sup>nd</sup> Corps, with its breastworks along the entire west side of the road as well as a portion of the east side (see fig. 1.67). Sedgwick’s 6<sup>th</sup> Corps entrenched in the woods along both sides of Brock Road north of Orange Plank Road. The breastworks followed the route that Stonewall Jackson took on his march to his surprise flank attack on May 2, 1863 at the Battle of Chancellorsville, including a farm road that diverted off Brock Road to the Hawkins, Trigg, and Stephens farms. There was just one section of breastworks off the Jackson trail—a line across the road to the Trigg Farm and Greenfield that angled northeast across Brock Road.<sup>58</sup>

William and Catharine Cook’s house off Brock Road behind the Union line was used as a field hospital, and the fences around the farm clearing were destroyed during the battle, either by Union troops or the forest fires that ravaged the area. Despite the damage, the Cook house survived, as did the farmsteads at the nearby Stephens and Trigg farms that were at the front of the Union line (see fig. 1.67). The Hawkins farmhouse, located directly in the line of Union breastworks along the farm road off Brock Road that led to the Stephens Farm, was destroyed during the battle. The Hawkins Farm disappeared during the war as an active farm.<sup>59</sup>

#### **LANDSCAPE OVERVIEW, 1865 (DRAWING 1.2)**

By the end of the Civil War in April 1865, the Wilderness was emerging from calamity. It had been just under a year since the Union and Confederate armies had left on their march toward Spotsylvania Court House. The Battle of the

Wilderness had reinforced the lonesome feeling that had long been associated with the region's name. Roads were still torn up, Ellwood Plantation stood damaged and quiet, and only ruins remained of Wilderness Tavern. Abandoned fields and burned and broken woods were scarred by miles of defensive works. Most horrifying were the hundreds, perhaps thousands of human remains that still lay on the ground throughout the battlefield, especially in deeply wooded areas. It would be another two months before federal burial corps returned to reinter the remains in proper burial grounds. Despite the widespread destruction, the Chewnings, Tapps, and others had returned and were working on restoring their homes and farms. They returned to drastically altered economic circumstances, as fields would no longer be cultivated through the forced labor of enslaved people. During the years following the war, the end of slavery would lead to substantial landscape changes within the Wilderness.

### **Natural Systems and Features**

In 1865, forest remained the dominant natural characteristic of the Wilderness battlefield landscape, but it had been heavily impacted over the course of the war. The forests in the areas of heaviest fighting had been either cut down to build defensive lines, or were damaged by rifle and cannon fire that often topped and smashed trees. Areas decimated by forest fire, notably near Saunders Field and along the Orange Plank Road, were probably showing some fresh green growth beneath charred snags by the spring of 1865, renewing the dense, successional character that had long dominated the area. Farm fields that had been abandoned during the war, such as at Ellwood and Saunders Field, were also beginning to undergo natural succession.

### **Spatial Organization**

The spatial organization of the Wilderness, consisting of often dense woods with mostly small and scattered farm clearings, was a defining factor in the outcome of the battle. According to a post-war account by Civil War veteran Morris Schaff, "The clearings throughout the Wilderness, save the Lacy farm. . .are few and small. . .There are several of these little clearings in the battlefield, but the lines so ran in reference to them that they did not allow the artillery of either army to play a part."<sup>60</sup>

In 1865, the overall spatial character of the Wilderness battlefield landscape remained little changed since the beginning of the war. However, the construction of breastworks by both armies opened up long, narrow corridors through the woods. One particularly wide corridor was opened north of the Chewning Farm within Ellwood Plantation, probably by the Confederates. They were also probably responsible for enlarging the Tapp Farm clearing to the northeast, onto land owned by the Catharine Furnace Company. Union troops cleared a

wide corridor along Brock Road, and the Confederates cleared a corridor that connected the Jones Field in the Ellwood outskirts with the Chewning Farm clearing—both of which had once been part of a common enclosure. Throughout the battlefield, forest fires resulted in opening of the forest canopy.

Small areas of the landscape within individual farms and plantations were heavily impacted by the war, primarily through the destruction of fences that enclosed fields and pastures, gardens, and service yards. There is little detailed record of these specific changes outside the core of Ellwood.

### **Land Use**

The most notable change in land use during the Civil War period was the successive waves of military operations that swept through the Wilderness between May 1863 and May 1864. These new “uses” of the land had a terrible physical impact that left scars and associations that would never be erased.

Land use in the Wilderness remained primarily vacant or agricultural in 1865. The abolition of slavery led to substantial economic and social shifts that likely contributed to changes in the management of agricultural land. Fields at the Chewning and Tapp farms, and the farmstead at Woodville (Childress) were probably replanted in spring 1865. Others farms were abandoned for agricultural use: Saunders Field, Ellwood, an unidentified small farm clearing off Culpeper Mine Road, and another unidentified small farm west of the Higgerson Farm.<sup>61</sup> The small industrial enclave north of Ellwood within the Woodville Plantation—part of the Woodville Mine Tract—was still known as a mine and tannery, but both uses probably had ceased by 1865.<sup>62</sup>

### **Circulation**

The roads in the Wilderness played a central role in the battle: the two main roads, the Orange Turnpike and the Orange Plank Road together with Brock Road, formed the two fronts of the battle, while the maze of small farm roads were, like the dense woods and small farm clearings, a detriment to battle lines. According to a post-battle account by Civil War veteran Morris Schaff, the battlefield farm clearings “. . .are connected with one another and the roads by paths that are very dim and very deceitful to a stranger. Their real destination is known only to the natives, and the lank cattle that roam the woods.”<sup>63</sup>

Circulation patterns in the Wilderness battlefield landscape remained little changed between 1861 and 1865, although roads and paths had suffered in condition. The Orange and Germanna (Culpeper) plank roads went from maintained toll roads to deteriorated condition, while the Orange Turnpike, abandoned prior to the war as a maintained highway, fell into further disrepair. By

the end of the war or shortly thereafter, the breastworks that had been built across these roads were removed to allow traffic to resume.

The Union army widened and improved roads that it used to transport troops and supplies, including Parker's Store Road through the Ellwood Plantation that it widened to twenty feet, and Culpeper Mine Road (Spotswood Road). Both armies built rough roads to access their breastworks and other defensive positions, such as the cleared corridor north of the Chewning Farm. After the battle, some of these roads and minor farm roads may have become overgrown with lack of use, while others remained obstructed by breastworks, downed trees, and other debris.

### **Topography**

The construction of defensive breastworks introduced a new type of topographical feature in the Wilderness landscape, along with the version that protected artillery, known as lunettes. Some of the lunettes were individual works, including a large cluster on the Union line southwest of the Lacy house and a few at the Chewning Farm, while many were incorporated into linear breastworks. The Union and Confederate armies each built approximately 8.5 miles of linear breastworks across the Wilderness battlefield, or about 17 miles total. The Confederate lines had the stronger position because they were mostly on higher ground than the Union lines.<sup>64</sup> For the most part, these breastworks formed neat, opposite lines, with some divided into multiple segments. The exception was north of Saunders Field, where as a result of Gordon's Flank Attack in the evening of May 6, 1864, the Confederates built breastworks perpendicular to the earlier Confederate and Union works erected on May 5. The Confederates also took over the Union works in this area.

Some of the Union and Confederate breastworks were quite visible due to their substantial log construction, but many were more hastily built and or were partially destroyed during the battle. By 1865, some of the breastworks had probably become obscured due to growth of vegetation and leaf litter. Some had probably been removed to reopen roads and to return fields to agricultural production.

### **Vegetation**

The war years destroyed vast amounts of managed vegetation within the Wilderness battlefield landscape. Most of the fields and gardens that were planted in the spring of 1864 were probably trampled by troops, damaged during combat, or harvested to feed the armies. Orchards were also destroyed or heavily damaged, including the plum and cherry trees near the Tapp house that were at a Confederate battle line.<sup>65</sup> Many of the agricultural fields, including those

at Ellwood and Saunders Field, were not planted in 1864—a result of ongoing wartime conditions that probably began to first impact agriculture with the spring planting of 1862.

At the time of the war's end in April 1865, some Wilderness farmers had probably begun to repair their fields and replant. It was the first spring planting season since the Battle of the Wilderness. Most remaining residents would have quickly reestablished their domestic vegetable gardens to supply much-needed food in the war-ravaged economy.

### **Buildings and Structures**

Very few buildings and structures in the Wilderness battlefield survived the war unscathed. Some were lost prior to the 1864 battle, such as Mrs. Palmer's house in Saunders Field. Where not fired upon, buildings were damaged through occupation by troops and use as field hospitals. Unlike the battle at Chancellorsville, however, there were few major buildings that were completely destroyed. Wilderness Tavern was the only major landmark in the core of the battlefield that was left a ruin—by fire at the end or soon after the battle ended on May 7, 1864. Some small farm houses, barns, and other outbuildings were destroyed during the battle, including an unidentified farmhouse west of the Higgerson house, an Ellwood barn near a Union signal station, and possibly a blacksmith shop and cabins for enslaved laborers at the Chewning Farm. Catharine Furnace was also destroyed by Union troops as they evacuated the Wilderness on May 7, 1864, in order to remove a potential Confederate resource.

### **Views and Vistas**

In 1865, views and vistas in the Wilderness battlefield landscape—mostly along road corridors and farm fields—remained little changed from the antebellum period, although they had gained a new military role. The Confederates used the views from the elevated Chewning house toward Ellwood and Wilderness Tavern as an observation station. The destruction of forests through fire, artillery damage, and for construction of breastworks created new vistas and filtered views in the densely wooded region.

The lack of views through the dense, second-growth forest that dominated the region played a decisive role in the battle. Without clear firing lines, Union forces were unable to gain an advantage despite their much greater numbers as troops dispersed through the woods. Both sides ended up fighting in chaotic formations. The views along roads and in the relatively few large open areas at Saunders Field and Tapp Field allowed troops to advance in traditional battle lines, and for both sides to make use of artillery, which required unobstructed firing lines. Concentrations of artillery were in the Confederate lines along the west side

of Saunders Field, at the heights of the Chewning Farm, and at the Tapp Farm (Poague's Artillery). A long line of Union artillery was on a ridge within a pasture at the southwest end of the Ellwood clearing, pointing toward Saunders Field.

### **Small Scale Features**

Small-scale features in the Wilderness battlefield landscape most impacted during the Civil War period were fences, which included plank, paling, and rail types. Because they inhibited troop movements, many were destroyed during fighting. Others were used for fuel, or to build coffins and bunkbeds. As farmers began to return fields to productivity, reintroduce livestock, and reestablish gardens, fences began to reappear in the landscape by the war's end. Both armies brought a tremendous number of supply wagons and other equipment into the field. They also brought many artillery pieces (cannon) into the battle, but they were of limited use in the densely forested conditions. Artillery was positioned by the Confederates primarily within their linear breastworks, but also as individual emplacements that were at Jones Field, the Chewning Farm, and the Tapp Farm. The Union also emplaced artillery along their linear works, such as along Brock Road, and also emplaced approximately fourteen artillery on a ridge at the southwest end of the Ellwood clearing. A few pieces were positioned around the Ellwood house that served as Union headquarters. All artillery pieces were removed with the conclusion of the battle.

After the battle, the forests and fields of the Wilderness were littered with debris from the fighting, including weapons, equipment, clothing, dead horses, and human remains. Troops collected valuable materials during the aftermath of the battles, and scavengers scoured the landscape as well. Wood headboards marked the location of the small percentage of casualties that were interred in temporary graves.

### **Archeological Sites**

Archeological sites (ruins) became a visible part of the Wilderness landscape due to destruction of buildings such as the Wilderness Tavern, which stood as a ruined brick foundation and chimney stack, the miles of abandoned breastworks, and the great loss of human life that left remains scattered across the battlefield. Some remains were interred in temporary graves, notably at the Carpenter Farm on Herndon Road where the US 2<sup>nd</sup> Corps had four division hospitals. Other marked gravesites were along Orange Plank Road and most likely at Ellwood and the Luckett Farm on the Orange Turnpike near Brock Road, which served as a US 5<sup>th</sup> Corps hospital. No accurate accounting of burials on the battlefield, or location of uninterred remains, was made following the battle.

**ENDNOTES, 1861–1865**

- 1 American Battlefield Trust, “The Overland Campaign of 1864” <https://www.battlefields.org/learn/articles/overland-campaign-1864> (accessed December 28, 2018).
- 2 Nelson D. Lankford, “Virginia Convention of 1861,” *Encyclopedia Virginia*, [https://www.encyclopediavirginia.org/Virginia\\_Constitutional\\_Convention\\_of\\_1861](https://www.encyclopediavirginia.org/Virginia_Constitutional_Convention_of_1861) (accessed January 2, 2019).
- 3 Lieutenant John V. Hadley, *Seven Months a Prisoner: A Yankee Lieutenant in Rebeldom* (New York: Charles Scribner’s Sons, 1898), 17.
- 4 Quoted in Peter G. Rainey, *Finding Culpeper Mine Road* (Locust Grove, Virginia: Self-published, 2012), 51; Noel Harrison, “Gazetteer of Historic Sites Related to The Fredericksburg and Spotsylvania National Military Park, Volume One” (Unpublished report prepared for the National Park Service, 1986), 242.
- 5 US Army, “The Wilderness From Surveys under the direction of Bvt. Brig. Gen. N. Michler,” 1867, Library of Congress [hereafter, “Michler map”].
- 6 Harrison, 251, 255; Pat Sullivan, *No Matter What Befalls Me: Virginia Families at War and Peace* (Orange, Virginia: Orange County Historical Society, 2015), 144-146; Major Robert Hardaway recollection noting recent charcoal production, quoted in Noel G. Harrison, *Chancellorsville Battlefield Sites*, 2<sup>nd</sup> edition (Lynchburg, VA: H. E. Howard, Inc., 1990), 58; Sean Patrick Adams, “Iron from the Wilderness: The History of Virginia’s Catharine Furnace. . .Historic Resource Study” (Unpublished National Park Service report, June 2011), 65, 67.
- 7 “Report General R. E. Lee,” in Report of General Robert E. Lee and Subordinate Reports of the Battle of Chancellorsville (Richmond: R. M. Smith, 1864), 7-8.
- 8 G. Frank Willis, “Ellwood, Historical Data, Historic Structure Report” (Unpublished National Park Service Denver Service Center report, 1980), 17-19.
- 9 Carolyn Jones Elstner and Katherine Porter Clark, *Dear Old Ellwood: A Home in the Wilderness* (Washington, Virginia: Rappahannock Historical Society, 2016), 105-107; Willis, 17-19; J. Horace Lacy, “Buried near Ellwood House from Hospital after Battle of Chancellorsville,” account of c.1866, transcript by Eric J. Mink, historian’s files, Fredericksburg and Spotsylvania National Military Park archives, Chatham [hereafter, FRSP]; James Power Smith Jr., “Notes on the Ellwood House,” *The Virginia Magazine of History and Biography*, Virginia Historical Society, vol. XLIV, no. 1, January 1936, 10; Confederate payment to William M. Simms, “Citizens File,” No. 22, September 10, 1863, National Archives, RG 109, copy in Ellwood site file, FRSP.
- 10 Gary W. Gallagher, ed. *Chancellorsville: the Battle and its Aftermath*. (Chapel Hill: The University of North Carolina Press, 1996), xi; National Park Service, “Battle of Chancellorsville,” “Fredericksburg and Spotsylvania National Military Park website, <http://www.nps.gov/FRSP/chist.htm> (accessed June 2013).
- 11 Gordon Rhea, *The Battle of the Wilderness May 5-6, 1864* (Baton Rouge: Louisiana State University Press, 1994), 8.
- 12 Fredericksburg and Spotsylvania National Military Park, “Ellwood Manor,” <https://www.nps.gov/frsp/learn/historyculture/ellwood.htm> (accessed January 2, 2019); Harrison, 252; “Sketch Showing the Operations of the Army of the Potomac from Nov. 26 to Dec. 3, 1863,” from *Official Records of the Union and Confederate Armies*, Series I, vol. 29: “Operations in: North Carolina, Virginia, Maryland, and Pennsylvania, August 4-December 31, 1863” (Washington, DC: Government Printing Office, 1891).
- 13 American Battlefield Trust, “The Mine Run Campaign,” <https://www.battlefields.org/learn/articles/mine-run-campaign> and <https://www.battlefields.org/learn/civil-war/battles/mine-run> (accessed January 3, 2019).
- 14 Rhea, 6.
- 15 Unless otherwise noted, this account of the Battle of the Wilderness is based on the following sources: Fredericksburg and Spotsylvania National Military Park, “History of the Battle of the Wilderness,” <https://www.nps.gov/frsp/learn/historyculture/wildspot.htm> (accessed January 3, 2019); Mark M. Boatner III, “Battle of the Wilderness, Va.,” *The Civil War Dictionary*, <https://www.civilwarhome.com/wilderness.html> (accessed January 3, 2019), and Rhea, *The Battle of the Wilderness May 5-6, 1864*.
- 16 Rainey, *Finding Culpeper Mine Road*, 18; Rhea, 61, 76.
- 17 Account of Private Wilkeson, quoted in Rhea, 77-78.
- 18 Battle facts from American Battlefield Trust, “The Wilderness,” <https://www.battlefields.org/learn/civil-war/battles/>

wilderness and “Civil War Casualties,” <https://www.battlefields.org/learn/articles/civil-war-casualties> (accessed January 7, 2019).

19 Swan, “The Battle of the Wilderness,” quoted in Rhea, 142.

20 Quoted in Chris Mackowski, *Hell Itself: The Battle of the Wilderness, May 5–7, 1864* (Eldorado Hills, California: Savas Beatie, 2016), 90.

21 Rhea, 263; Rainey, *Finding Culpeper Mine Road*, 31, 40–41.

22 “Report of Colonel Robert McAllister,” *O.R.* 36, pt. 1, 487–488, quoted in Robert Garth Scott, *Into the Wilderness with the Army of the Potomac* (Bloomington: Indiana University Press, 1985), 82–83.

23 National Park Service, “Gordon’s Flank Attack Trail,” brochure with map, [https://www.nps.gov/frsp/planyourvisit/upload/GordonFlankAttackLarge\\_Page\\_1.jpg](https://www.nps.gov/frsp/planyourvisit/upload/GordonFlankAttackLarge_Page_1.jpg) (accessed January 7, 2019).

24 Dayton Kelley, *General Lee and Hood’s Texas Brigade at the Battle of the Wilderness* (Hillsboro, Texas: Hill Junior College Press, 1969), 13.

25 Michler map, 1867.

26 Tour guide named Elijah, quoted in John Townsend Trowbridge, “The Wilderness,” *The Atlantic Monthly*, vol. 17, no. 99 (January 1866), 46.

27 Horace Porter, *Campaigning with Grant*, 1897, quoted in Rhea, 451–452.

28 Rhea, 437–439; Sean Patrick Adams, “Iron from the Wilderness: The History of Virginia’s Catharine Furnace. . .Historic Resource Study” (Unpublished National Park Service report, June 2011), 71.

29 Rhea, 436, 452; Vermont Brigade Monument inscription; *Encyclopedia Virginia*, s.v. “Battle of the Wilderness,” [https://www.encyclopediavirginia.org/Battle\\_of\\_the\\_Wilderness](https://www.encyclopediavirginia.org/Battle_of_the_Wilderness) (accessed January 8, 2019); John Hennessy, “The Obscure Carpenter Farm, and a Soldier’s Grave,” *Mysteries and Conundrums* blog, <http://npsfrsp.wordpress.com/2010/11/01/the-obscure-carpenter-farm-and-a-soldiers-grave/> (accessed January 15, 2019).

30 “Items and Incidents, From the N. Y. papers of Thursday,” “Hospitals,” *Chicago Tribune*, May 14, 1864, 1.

31 Rhea, 452; John Hennessy, “The Obscure Carpenter Farm, and a Soldier’s Grave,” *Mysteries and Conundrums* blog, <http://npsfrsp.wordpress.com/2010/11/01/the-obscure-carpenter-farm-and-a-soldiers-grave/> (accessed January 15, 2019); “Hospital Burial Site on the Carpenter Farm Located. Wilderness Battlefield. Then and Now. . .”, <http://spotsylvaniacw.blogspot.com/2012/02/hospital-burial-site-on-carpenter-farm.html> (accessed January 15, 2019).

32 Letter, Major McPherson to Col. Hosmer, “This Wilderness Battle-field.; Gathering up the Wounded – The Place Where Wadsworth Died,” *New York Times*, July 20, 1864, 2.

33 Elstner and Clark, 108.

34 Mary Genevieve Green Brainard, *Campaigns of the 146<sup>th</sup> Regiment: New York State Volunteers* (New York, New York: The Knickerbocker Press, 1915), 184.

35 Rhea, 97; Alfred Waud, “General Warrens Signal Station—near Lacy House—Battle of Wilderness,” ca. May 6, 1864, Library of Congress, LC-DIG-ppmsca-21396.

36 The only documentation found on the cleared corridor northeast from Chewning is the 1867 Michler map. Existing topography indicates the clearing was located on a ridge and terminated at a point where there would have been strategic views over Union defensive works.

37 Elstner and Clark, 120–121, 124.

38 Michler map.

39 Deed, Wm. M. Simms and Rebecca E. his wife to Charles Payne and N[athaniel]. S. Jones, 200 acres, June 5, 1864, copy in Wilderness Tavern Site File, FRSP.

40 Boswell map showing “Mrs. Palmer” on Orange Turnpike, ca. 1862, Library of Congress, csh00104; Izard survey of Orange County, 1863, showing location of Mrs. Palmer house as “Burnt,” Library of Congress, cwh00052.

41 Quoted in Harrison, *Gazetteer*, 260.

- 42 Memo, R. K. Krick, FRSP Historian, re: Hageron Farm, April 4, 1977, and Krick typed notes on bottom of 1840 indenture, Higgerson Site File, FRSP; Mackowski, 54.
- 43 Mackowski, 54.
- 44 Pennsylvania infantryman account of May 5, 1864, quoted in Harrison, 255.
- 45 Rainey, *Finding Culpeper Mine Road*, 40-41.
- 46 “Confederate earthworks near Spotswood’s house Wilderness,” Library of Congress, copy in Wilderness digital files, #2398. A note on the back of the photograph states “In Palmer’s Field.” The 1867 Michler map shows no Confederate earthworks closer to the Spotswood house.
- 47 The Michler map indicates the mines along Germanna Plank Road as part of the Greenwood Mine. These mines were on the Woodville Mine Tract, but by 1867 may have been owned or operated by the Greenwood Mine.
- 48 Michler map; J. C. Duane and C. W. Howell, “Map of the Battlefields of the Wilderness,” Library of Congress, cs0665000Z (showing Childress house as “deserted”); Map of parts of Hanover . . . Orange Counties,” 1864, Library of Congress, g3881.cw0486500. This 1864 map labels a building at the tannery site as “Guy,” but it may reflect pre-battle conditions, since it also shows the Palmer house at Saunders Field as “Burnt.” The 1867 Michler map does not label the building next to the Tannery as the Guy residence. The 1867 Michler map indicates “Guy” at a house on the east side of Wilderness Run that was probably the Greenwood Plantation house; perhaps the Guys were living there as caretakers. Overall, little documentation was found on war-time conditions at Woodville and Greenwood.
- 49 Pat Sullivan, “Greenfield and the Battle of the Wilderness,” Spotsylvania Memory blog, March 18, 2014, <http://spotsylvaniamemory.blogspot.com/2014/03/greenfield-and-battle-of-wilderness.html> (accessed January 11, 2019).
- 50 Michler map; Harrison, 242.
- 51 Sean Patrick Adams, “Iron from the Wilderness: The History of Virginia’s Catharine Furnace. . .Historic Resource Study” (Unpublished National Park Service report, June 2011), 64.
- 52 Michler map; Battle Fields Memorial Commission, “The Wilderness Park VA. Recommended Park Taking Lines,” June 23, 1930, Wilderness maps, 8219-p, FRSP. This map shows land to either side of Orange Plank Road belonging to M.H. Willis, who probably acquired former furnace lands from W. A. Embrey in the late 1920s.
- 53 Ralph Happel interview with Phenie Tapp, 1937, quoted in Pat Sullivan, *No Matter What Befalls Me*, 194.
- 54 Michler map; “Lee to the Rear. A Historical Spot Donated.,” *Fredericksburg Free Lance*, January 15, 1892, clipping in FRSP; post-battle description of house, corn crib, stable, and orchard in Morris Schaff, *The Battle of the Wilderness* (Boston and New York: Houghton Mifflin, 1910), 171. This clearing east and north of Poague’s Battery is presumed to have been made during the battle because it is on Catharine Furnace Company property, and the Tapps rented their farm from the Lacys. This clearing is shown on the 1867 Michler map, but was not kept as farmland by the Tapps.
- 55 Michler map; Friend of Wilderness Battlefield, “The Chewnings,” <http://www.fowb.org/index.php/take-action/heritage-programs-page/ellwood-legacy-biographies/the-chewnings/> (accessed January 11, 2019); Madora Chewning Stephens, “The Chewning Children of Mount View Plantation” (Unpublished report, 1985), 63. William V. Chewning was the first burial in the Chewning family burial ground.
- 56 Michler map; Mackowski, 54; Madora Chewning Stephens, “What I Know of Mt. View Farm” (unpublished paper, n.d.), Historian’s Files, Chewning Farm folder, FRSP.
- 57 Michler map; Mackowski, 57; Stephens, “What I know of Mt. View Farm,” 3; George Alfred Townsend, “Graveyard of Great Armies,” *The Boston Sunday Globe*, July 9, 1899, 26.
- 58 Michler map.
- 59 Spotsylvania Memory, “Atwell Young, the Black Confederate,” December 30, 2013, <http://spotsylvaniamemory.blogspot.com/2013/12/atwell-young-black-confederate.html> (accessed January 15, 2019); Memorandum, Noel Harrison to Chief Historian, March 10, 1991, Site Files, Hawkins Farm, FRSP; Michler map.
- 60 Morris Schaff, *Battle of the Wilderness* (New York: Houghton Mifflin Co., 1910), 61.
- 61 These two small farm clearings are not identified on the Michler map; the one west of Higgerson is labeled “ruins.”
- 62 Michler map, showing “Greenwood Mine” and “Tannery.” The mines and tannery were on the Woodville Mine Tract.

63 Schaff, 61.

64 As documented on contemporary contour surveys, the Confederate works occupied higher ground at the upper reaches of the Wilderness Run and its tributaries, while the Union works were lower down the watershed. The length tally of the breastworks is based on rough tally of existing breastworks and those documented on the Michler map, as measured in Google Earth. There were also two long lines of earthworks near Germanna Ford that are not included in this tally. Michler identifies these as Confederate works.

65 Michler map. This post-battle map does not show any orchards or individual trees in proximity to the Tapp house.

# Cultural Landscape Report Wilderness Battlefield

Fredericksburg and Spotsylvania  
National Military Park  
Spotsylvania County, Virginia

Civil War Period  
1861–1865



**National Park Service  
Olmsted Center for Landscape Preservation**  
www.nps.gov/clcp

in partnership with  
Department of Landscape Architecture  
Center for Cultural Landscape Preservation  
SUNY College of Environmental  
Science and Forestry, www.esf.edu/la/clcp

### MAJOR SOURCES

1. Spotsylvania and Orange Counties and NPS GIS data
2. Izard, Survey of Orange County, 1863
4. Duane, "The Battlefields of the Wilderness," 1865
5. Michler, "The Wilderness," 1867
6. Plot of Ellwood, 1907
7. Woodville survey, 1937
8. Jeck, "Historic Overlay," ca. 1980

### DRAWN BY

John Auwaerter, Kyle Stillwell, SUNY ESF  
Adobe Illustrator CC, 2018

### LEGEND

- Building
- Bridge
- Main Road
- Minor Road or Path
- Fence
- Earthworks (Trench, Artillery Lunette):  
Confederate (red), US (blue), both (red/blue)
- Approximate Gold Mine Site
- Woods
- Specimen Tree, Orchard
- Field or Open Ground
- Stream
- Feature Removed During Period (dashed line)
- Period Property Boundary
- Current Park Boundaries:  
Wilderness (orange), Chancellorsville (blue)

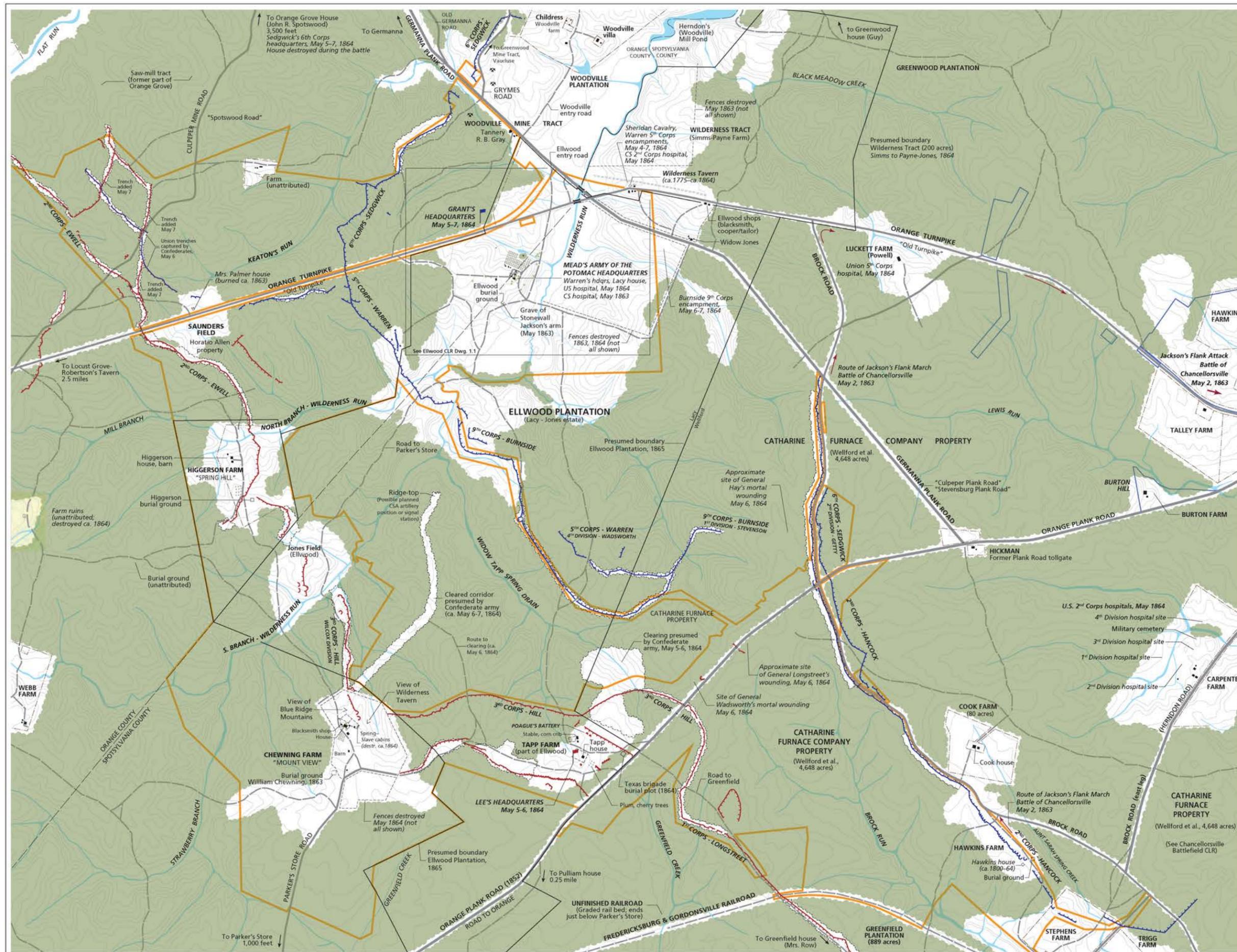
### NOTES

1. All features shown at approximate scale and location.
2. Drawing shows landscape as of 1865.
3. Dates of construction/removal shown where known.
4. Period property boundaries are approximate and not shown for all properties due to lack of documentation.
5. Location of battlefield burials not shown.
6. Contour interval: 10'.
7. See Chancellorsville Battlefield CLR for areas east of Brock Road.



0 0.25 0.5 Mile 0.75

Drawing 1.2





## POST-WAR PERIOD, 1865–1927

Although the Battle of the Wilderness had gained notoriety for its horrific fighting and large number of casualties, the battlefield itself fell into obscurity during the late nineteenth century. It saw the placement of only a few small monuments, and the setting aside of a small plot prior to establishment of the national military park. With one exception, these commemorative gestures were made by Confederate veterans returning to visit the place where they had lost an opportunity to stem the Union campaign that ultimately led to the South's defeat.<sup>1</sup>

Through the six decades following the Civil War, the Wilderness retained many of the characteristics that had long lent it a feeling of remoteness and isolation. Woods still covered a large percentage of the region, and grew back over battle scars. Ellwood was still the largest and most prominent farm, and a number of new farms were cleared from the woods or subdivided from antebellum farms and plantations. Some gold mining resumed for a time in the area northwest of Ellwood. The old turnpike and plank roads that had served as economic lifelines came under non-corporate management, but the war-time unfinished railroad was finally built.

### AFTERMATH AND INTERMENTS

After the end of the Civil War in April 1865 many areas of the Wilderness stood decimated (fig. 1.68). Growing food and repairing battle damage to buildings, roads, and fences were utmost concerns of local residents, many of whom were



Figure 1.68. Burned and shelled woods with new evergreen growth sprouting from destruction of the Battle of the Wilderness, ca. 1866. This photograph, probably at the Chewning Farm or Jones Field, shows large earthen artillery emplacements in the center-right distance, and a rebuilt worm fence in the left distance. (US Signal Corps photograph, National Archives, 111-SC-107428, copy in Fredericksburg and Spotsylvania National Military Park, Wilderness digital collection, #216)

starving. Yet within a few years, the farms of the Wilderness were healing from the battle, as reported by a Fredericksburg correspondent in June 1867:

There is more cultivation and many more good crops than we had supposed. Houses have been repaired, fences rebuilt and many places look better than before the war. Chancellorsville and Robinson's old tavern [Locust Grove] are still desolate and neglected, but the "Wilderness" "blossoms like the rose." The view from the old Wilderness Tavern [probably the surviving store across the turnpike] is beautiful. "Ellwood" appears to be as thoroughly cultivated as in old times, and the wheat fields and corn fields are as extensive and flourishing as we ever saw them.<sup>2</sup>

In the process of rebuilding after the war, farmers leveled earthworks and cleared battle debris. Some soldiers' graves were also in the way of farmers' plows. For the US War Department, these graves and the thousands of skeletal remains that still lay where they had fallen presented one of the most pressing issues at the end of the war (fig.1.69). Only a small percentage of casualties were buried and marked immediately after the battle, mainly near field hospitals such as at the Carpenter Farm on Herndon Road. Across the South, only 101,736 of the total 359,520 total Union dead (28%) had been buried in permanent graves according to wartime procedures, a proportion that was similar for Confederate casualties. If applied to Wilderness casualties, this percentage would mean that at least 1,500 Union dead and 1,150 Confederate dead remained either unburied or in unmarked graves on the Wilderness battlefield. Without systematic identification protocols by either army, the vast majority of the uninterred remains could not be identified due to



**Figure 1.69.** The skeletons of three unknown soldiers killed in the Battle of the Wilderness and laid side-by-side in an unidentified wooded area, photographed ca. 1866. (US Army Military History Institute, Massachusetts Commandery, MOLLUS, copy in Fredericksburg and Spotsylvania National Military Park, Wilderness digital collection, #297)

looting, destruction by fire, and more than a year of exposure to the elements that had destroyed clothing and personal effects.<sup>3</sup>

In June 1865, as troops were being sent home, the War Department—the federal executive department responsible for the United States military establishment—began the enormous task of recovering bodies from battlefields and temporary cemeteries across the East, and moving the Union remains to national cemeteries created as permanent places of interment and commemoration, including Fredericksburg National Cemetery built on Willis Hill outside Fredericksburg beginning in 1866.<sup>4</sup>

The initial federal search and interment effort in the Wilderness was underway in June 1865 under the direction of Brevet Major James M. Moore, supported by 500 soldiers from the 1<sup>st</sup> US Veteran Volunteers under the command of Colonel Charles P. Bird. The regiment established their camp at an abandoned gold mine at the northern part of the battlefield—presumably Woodville along Germanna Plank Road. Over the next several days, Moore and the burial regiment tramped through woods, thickets, fields, and swamps collecting skulls and bones in their rucksacks, while burying soldiers in place where the bodies had not yet fully decomposed due to wet conditions. Those soldiers who were buried on the battlefield in the immediate aftermath were left in place and marked with a simple wood tablet as either known or unknown. Although Colonel Bird was charged with burying Union remains, his regiment also interred most Confederates they found.<sup>5</sup>

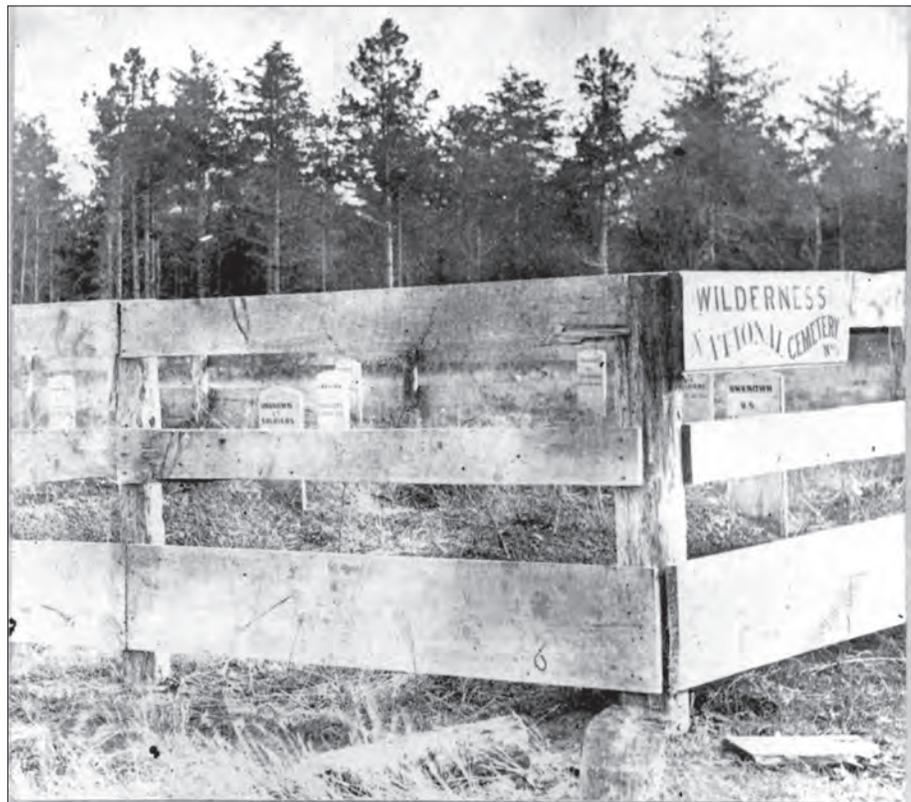
Since it would be another year before the permanent national cemetery in Fredericksburg could receive interments, the burial regiment established two cemeteries for the temporary interment of the unknown remains: one along the Orange Turnpike and the other along the Orange Plank Road, corresponding to the two fronts of the battle. Although the gathering of these remains assisted with later efforts at permanent interment, they were largely symbolic gestures that honored those who had given their lives in service of the Union.

The Orange Turnpike site, identified as “Wilderness National Cemetery No. 1,” was located at the western edge of Saunders Field, on a rise just east of the line of Ewell’s 2<sup>nd</sup> Corps (fig. 1.70). It was a sixty-foot-square plot enclosed by a whitewashed plank and log-post fence, to which a painted signboard was affixed (fig. 1.71). A temporary road was probably built south from the turnpike to the cemetery. The soldiers began collecting remains for the cemetery from the north end of the battlefield and worked their way south across the Orange Turnpike. They buried the remains in thirty-five graves arranged in traditional military row formation, each containing a wood coffin with a reported ten skulls and filled with an assortment of bones. Each grave was mounded and marked with a painted wood headboard that read: “UKNOWN U.S. SOLDIERS KILLED MAY, 1864.”<sup>6</sup>

Figure 1.70. Confederate map of the Orange Turnpike made after the battle and annotated to show the location of Wilderness National Cemetery #1, ca. 1865. The hatched lines probably mark concentrations of burials made in the immediate aftermath of the battle. A companion map for the Orange Plank Road front was not found. (Jedediah Hotchkiss, "Campaign of 'The Wilderness,' position of brigades of 2nd Corps, A.N. Va. May 6th, 1864," Library of Congress, gmd/g3884w.cwh00167, annotated by SUNY ESF)



Figure 1.71. Wilderness National Cemetery No. 1 in Saunders Field, looking southwest, ca. 1865–66. (Orlando Poe Collection, United States Military Academy, West Point, New York, copy in Fredericksburg and Spotsylvania National Military Park, Wilderness digital collection, #244).



With their work completed along the Orange Turnpike front, the 1<sup>st</sup> US Veteran Volunteers moved south to Orange Plank Road, where they developed “Wilderness Cemetery No. 2,” located on the south side of the road between the Tapp Farm and Brock Road, an area with a high concentration of remains that was east of a Confederate breastwork and near the spot where General Longstreet was wounded. The burial soldiers, based at a camp near Brock Road or possibly at the Cook Farm, fanned out over the surrounding dense woods where they marked buried remains and collected skeletal remains. The high number of

Figure 1.72. Wilderness National Cemetery No. 2, looking east along Orange Plank Road, ca. 1865-66. (George Leo Frankenstein painting, copy in Fredericksburg and Spotsylvania National Military Park, Wilderness digital collection, #1952).



unknown remains required a larger cemetery. A ninety-foot-square plot—almost fifty percent larger than the Saunders Field cemetery—was laid out immediately south of the road in an area of woods enclosed by a white paling (picket) fence and marked by a signboard affixed to a tree (fig. 1.72). The young oak trees in the plot were retained and the understory cleared make space for the burials, which were marked in the same fashion as those in cemetery #1 (fig. 1.73). Colonel Bird reported his regiment buried 535 remains, indicating about 53 individual graves at ten skulls to a coffin. Unlike cemetery #1, there were at least five known remains, which were interred in individual graves. Perhaps the presence of these known graves or the trial effort at Saunders Field inspired the burial regiment to create a more pleasing, shady landscape.<sup>7</sup>

After Wilderness, the burial regiment moved to Spotsylvania Court House and finished its work on June 24, 1865. Despite their efforts that resulted in the interment of nearly 1,500 skeletons, there remained hundreds of graves at both battlefields that were not marked, or were not identified due to being covered with leaves, weeds, and underbrush.<sup>8</sup> Writer John Townsend Trowbridge confirmed that many remains still existed uninterred during his visit to the Wilderness in September 1865 with his guide, Elijah:

We were approaching the scene of Grant's first great blow aimed at the gates of the Rebel capital. . . Not far beyond the church [Wilderness Church] we approached two tall guide-posts erected where the road forks [turnpike/Route 3 and plank road/Route 621]. The one on the right pointed the way to the "Wilderness National Cemetery, No. 1, 4 miles," by the Orange Court-House turnpike. The other indicated the "Wilderness National Cemetery, No. 2," by the plank road." We kept the plank road,—or rather the clay road beside it, which stretched before us dim in the hollows, and red as brick on the hillsides. We passed some old fields, and entered the great Wilderness,—a high and dry country, thickly overgrown with dwarfish timber, chiefly scrub oaks, pines, and cedars. Poles lashed to trees for tent-supports indicated where our regiments had encamped; and soon we came upon abundant evidences of a great battle. Heavy breastworks thrown up on Brock's cross-road, planks from the

**Figure 1.73. Wilderness National Cemetery No. 2, looking southwest from Orange Plank Road, ca. 1865–1866. (Orlando Poe Collection, United States Military Academy, West Point, New York, copy in Fredericksburg and Spotsylvania National Military Park, Wilderness digital collection, #244).**



plank road piled up and lashed against trees in the woods, to form a shelter for our pickets, knapsacks, haversacks, pieces of clothing, fragments of harness, tin plates, canteens, some pierced with balls, fragments of shells, with here and there a round-shot, or a shell unexploded, straps, buckles, cartridge-boxes, socks, old shoes, rotting letters, desolate tracts of perforated and broken trees,—all these signs, and others sadder still, remained to tell their silent story of the great fight of the Wilderness. . . . And what more appalling spectacle is this? In the cover of thick woods, the unburied remains of two soldiers,—two skeletons side by side, two skulls almost touching each other, like the cheeks of sleepers! I came upon them unawares as I picked my way among the scrub oaks. I knew that scores of such sights could be seen here a few weeks before; but the United States Government had sent to have its unburied dead collected together in the two national cemeteries of the Wilderness; and I had hoped the work was faithfully done.<sup>9</sup>

After the federal search and burial effort, planning continued for the development of a permanent national cemetery. George E. Chancellor, whose family lived at Chancellorsville, proposed that three national cemeteries be established, one each at Chancellorsville, Wilderness, and Spotsylvania Court House. The Secretary of War, however, decided upon a single national cemetery at Fredericksburg. Between 1866 and 1867, a new search and recovery effort reinterred Union remains from throughout the region's four battlefields to permanent resting places at Fredericksburg National Cemetery; another smaller national cemetery at Culpeper was also used to inter casualties from the region's battlefields. Fredericksburg National Cemetery accommodated all burials in the two Wilderness cemeteries and the many other graves scattered throughout the battlefield. By 1867, Fredericksburg National Cemetery contained the remains

of 15,243 Union soldiers, only 2,473 of which were identified. For Confederate remains and some Union remains, the War Department returned them to families for burial in private cemeteries. Local women's groups established two private cemeteries to inter Confederate remains: one at Spotsylvania Court House established in 1866, and the other established in 1867 adjacent to the Fredericksburg city cemetery. Horace Lacy was on the committee that selected the Fredericksburg site. He had created an inventory of burials on property at Ellwood, where the burials were readily accessible or the sites needed to be returned to cultivation. He recorded eighty-six burials around the Ellwood house, and thirty-six at the Tapp Farm. Twenty-seven of the known burials at the Tapp Farm were Texans buried in a makeshift cemetery forty-five feet north of the plank road.<sup>10</sup>

Remains continued to be found on the Wilderness battlefield well into the twentieth century. In March 1909, for example, a party was harvesting wood and split open a hollow log, only to find two human skulls inside. The Baltimore *Sun* reported that these gruesome remains were supposed to be skulls of soldiers slain in the battle. The thought was that an animal carried the heads into the hollow tree before the federal burial effort was able to inter them.<sup>11</sup>

### **BATTLEFIELD COMMEMORATION AND PRESERVATION**

Throughout the post-battle period, the Wilderness battlefield stood little changed in overall character from the time of the battle, except for the forces of time and nature. There were few efforts to permanently commemorate the battle or preserve the battlefield. This was in contrast to battlefields of Union victory such as Gettysburg, where a commemorative park was begun soon after the battle, and Chickamauga-Chattanooga and Vicksburg where the first national military parks were established by the War Department in 1890. At these parks, land was set aside to preserve defensive works, battle lines were marked with scenic drives and often elaborate commemorative monuments, and the stories of battle action were emblazoned on bronze tablets. The Wilderness battlefield enjoyed none of these gestures, with a few minor exceptions. At the battlefields of Southern victory or stalemate in Spotsylvania and Orange counties, the War Department and Northern veteran groups that typically placed monuments, such as the Grand Army of the Republic, had little presence. The South generally did not have the means or motivation during this time to erect monuments, except to major heroes such as Stonewall Jackson.<sup>12</sup>

The Wilderness battlefield did not readily lend itself to creating a commemorative park. It remained almost entirely private land that had been abandoned or returned to farming. Many areas were still characterized by dense, second-growth woods that made access difficult, while one of the most important fields of battle—Saunders Field—had become overgrown and was disappearing into the

surrounding woods. The two short-lived national cemeteries in the Wilderness were gone by 1867, although depressions from the emptied graves remained.<sup>13</sup>

Despite the lack of commemorative development, the Wilderness battlefield did receive some attention from veterans and tourists. Southerners paid special attention to Tapp Farm on the Orange Plank Road. In addition to being the site of the Texans' heroism in the famous "Lee to the Rear" incident, it was at the Tapp Farm where Lee had his headquarters, and where the Texas brigade arrived to save the Confederates from sure defeat on the morning of May 6. To supporters of the Confederacy, the fighting on May 6 along the Orange Plank Road illustrated how the South would have won the war had it the same number of forces and supplies as the Union. This view of the Civil War, remembered as the Lost Cause, was a key part of the growing sentiment among Southern whites, including Confederate organizations such as the United Daughters of the Confederacy, that their so-called War Between the States was a war of Northern aggression that the South had lost simply due to the North's size advantage. The Lost Cause tradition saw the Confederacy as a noble cause intended to preserve the South's way of life and promote the rights of states and individuals. Slavery was rejected as a cause of the war. Many Northerners acknowledged this tradition in the growing movement toward reconciliation of the Blue and Gray that began in the 1880s. The Lost Cause, along with the closely-related white supremacy and segregation movements, shaped commemoration by the North and South at the Fredericksburg-area battlefields during and well beyond the post-war period.<sup>14</sup>

### **Battlefield Tourism**

Formal commemoration on the battlefields of Orange and Spotsylvania counties was initially focused within Fredericksburg National Cemetery and the Confederate cemeteries, where headstones provided a lasting memory of the fallen, and monuments paid tribute to prominent individuals and collective sacrifices. Commemoration often included strewing of flowers on graves, a practice that was formalized in 1868 with the national designation of May 30 as Decoration Day.

Some returning veterans, families of the fallen, and tourists were not satisfied with just visiting the graves, but wanted to connect with the places where the battles had occurred. In 1868, for example, a group of church members from Washington visited Fredericksburg, and after some refreshment from their trip, "repaired to the battle grounds to see what is yet visible of the results of one of the hardest fought battles of the rebellion, and to see relics for themselves and friends."<sup>15</sup> Soon after the war, photographers came to record the relatively fresh destruction and sites of major action, such as the place where General Wadsworth was mortally wounded (fig. 1.74). The Wilderness was not on many tourist agendas during this period. Those who did visit generally did so as part of an itinerary that included

Figure 1.74. Stereograph taken ca. 1866 by George Oscar Brown of the spot along the Orange Plank Road where General Wadsworth was mortally wounded on May 6, 1864. Although Brown was assigned to record the battlefield for the Army Medical Museum, his photographs reflect public interest in the scenes of major battle events. (G. O. Brown photograph, "Spot where Gen. Wadsworth, USA, fell. Shattered tree struck by same shell that killed his horse," Library of Congress, LC-DIG-stereo-1s03971)



Fredericksburg, Chancellorsville, and Spotsylvania Court House battlefields. Although small, the tourist trade was sufficient to support some businesses in the area, such as the Chancellorsville Inn that reopened in 1872 after being destroyed by its namesake battle in 1863, and Parker's Store, which also provided accommodations to tourists. The Wilderness Tavern, which suffered the same fate at the Chancellorsville Inn, was never rebuilt.<sup>16</sup>

The Wilderness battlefield landscape had little to offer tourists unless they were already knowledgeable about the battle. A report of a visitor in 1882 noted, "To the stranger a visit to these battle-fields is apt not to be interesting. There is in fact but little trace left of these terrible battles, and the Wilderness. . . is at best but a dismal jungle, whose gloom one hesitates to penetrate."<sup>17</sup> The Wilderness battlefield by this time indeed offered few prominent fortifications and many traces were covered by woods. Upon closer inspection, however, there were stark remains. For decades after the battle, visitors found traces and took many as mementoes, as Robert Hartley of Amsterdam, New York recounted from his trip in 1888:

Last winter, while in Virginia, I visited the Wilderness battlefield—that part known as the "Burnt District," about two miles east of Parker's Store, on the Orange plank road. I found quite a number of bullets, a Mississippi rifle-barrel, gun butt-plate, a large dirk, or "Arkansas toothpick," as they are called,

Figure 1.75. A view of veterans of the 57<sup>th</sup> and 59<sup>th</sup> Massachusetts Infantry standing in the Orange Plank Road in the Wilderness, May 1887. (Photo Archives, Lloyd House, Alexandria Library, Alexandria, Virginia, copy in Fredericksburg and Spotsylvania National Military Park, Wilderness digital collection, #2160)



Figure 1.76. Photograph of the core of Ellwood in Jubal Early's autobiographical account of the Civil War, looking south from the Orange Turnpike toward the house, ca. 1910. On the slope below the house are the remnants of the battle-era orchard. (Lieutenant General Jubal Anderson Early, C.S.A., *Autobiographical Sketch and Narrative of the War Between the States*, 1912)



and various other mementoes in going through the woods. I inquired of a lady, Margaret Tapp...for relics.<sup>18</sup>

The approach of the twenty-fifth anniversary of the battle in 1888 brought increased interest by veterans on both sides, who returned to walk the same roads and see the lonely woods where they had fought so brutally on May 5 and 6, 1864 (fig. 1.75). The Lacys accommodated many Confederate veteran gatherings at Ellwood, a place that featured prominently in historical accounts of the battle, such as Lieutenant General Jubal Anderson Early's autobiographical sketch of the "War Between the States" published in 1912 (fig. 1.76).<sup>19</sup> By this time, a set tour route through the region's four battlefields had become established, as reflected in the visit by Civil War correspondent and author George Alfred Townsend in the summer of 1899. After getting off his train from Washington in Fredericksburg, Townsend and his party took a carriage to Salem Church and Chancellorsville, lunched near Wilderness Church, continued on the old turnpike,

...and then went forward past the former Wilderness tavern, now a store, and past Meade's and Grant's tented headquarters [site] to the Wilderness Run and the fortified line [probably Ewell's 2<sup>nd</sup> Corps breastworks at Saunders

Field], where we turned through the woods to several old and new farmhouses upon the battlefield, and came at eve to Chewning's where we took lodgings for the night, some of the party going to sleep at Parker's store. The second day we went over the Wilderness lines in the lonely woods and along Brock road...<sup>20</sup>

From the Wilderness, Townsend continued to Spotsylvania Court House, and then returned to Fredericksburg later in the day. The entire trip took 36 hours.

Although not the typical tourists, the 4,000 US Marines of the East Coast Expeditionary Force at Quantico, Virginia who encamped at Wilderness battlefield in fall 1921 constituted the single largest and most widely reported visitation during the post-war period. The Marines' exercises and encampment were concentrated in the fields south of the Orange Turnpike and Wilderness Tavern, within a portion of the antebellum Ellwood Plantation (fig. 1.77). Between September 29 and October 1, 1921, the Marines staged military exercises to train the East Coast Expeditionary Force for overseas operations. The exercises, which were watched by thousands of visitors, included gunfire, surveillance by blimps and airplanes, and a visit by President Warren Harding.<sup>21</sup> The training also commemorated the Civil War battle and was an opportunity for President Harding to support reconciliation. As reported by the *New York Times*,

On this historic battle ground, where nearly sixty years ago General Lee opposed General Grant in one of the bloodiest combats of the Civil War, President Harding today witnessed the maneuvers of the United States Marines who are carrying on warfare operations vastly different from those that hallowed this spot. A handful of veterans of the Civil War were at the camp

**Figure 1.77.** The US Marines exercises and encampment, looking north over the old Orange Turnpike-Germanna Plank Road intersection, September 30, 1921. The smoke and blimp are from the Marines exercises. Also visible is the newly built Route 37 (Route 3) bypass of the old intersection. (US Marine Corps History Division, Archives Branch, Smedley D. Butler Collection, COLL/3124, annotated by SUNY ESF)



in their faded uniforms to greet the President, who said to them, as he stood beneath the waving Stars and Stripes, "Let's blend the Blue and the Gray."<sup>22</sup>

### **Monuments and Markers**

At the Wilderness and its nearby battlefields, earthworks were the primary markers of the battle, along with the damage and detritus that slowly disappeared in the decades after the war. Veterans had to rely on their memories, and tourists used guides and published accounts to recognize landmarks of the battle and sites of horror and bravery.

Permanent commemorative markers on the Wilderness battlefield were first erected at the Tapp Farm, the focus of Southern commemoration. The first markers may have been associated with makeshift cemetery where forty soldiers from Longstreet's Texas brigade had been buried, which J. Horace Lacy of Ellwood inventoried in 1866. It was not until 1891 that Confederate veterans returned to the cemetery, with its graves left empty in the latter 1860s after the bodies were reinterred to Confederate Cemetery in Fredericksburg, to erect a marker. That year, a four-foot-high, torpedo-shaped white quartz field stone was erected at the site of the graves on the Tapp Farm (figs. 1.78, 1.79). There was no reported inscription or plaque on the stone. Taken from along the Orange Turnpike near Ewell's works at Saunders Field, it was buttressed in its upright position by stones from a nearby earthwork.<sup>23</sup> According to J. Horace Lacy who probably led the effort to permanently mark the gravesites, the stone was erected "In commemoration of their heroism and devotion to General Lee shown by the Texas brigade. . . It was a pleasing spectacle to see with the Confederate veterans of the neighborhood their children and grandchildren with zeal and enthusiasm assisting in the noble work of removing and erecting this memorial stand [sic, stone]."<sup>24</sup> Lacy's half-brother, Reverend Beverly Tucker Lacy, had placed a similar white quartz boulder at the Chancellorsville site of Stonewall Jackson's mortal wounding in 1879.<sup>25</sup>

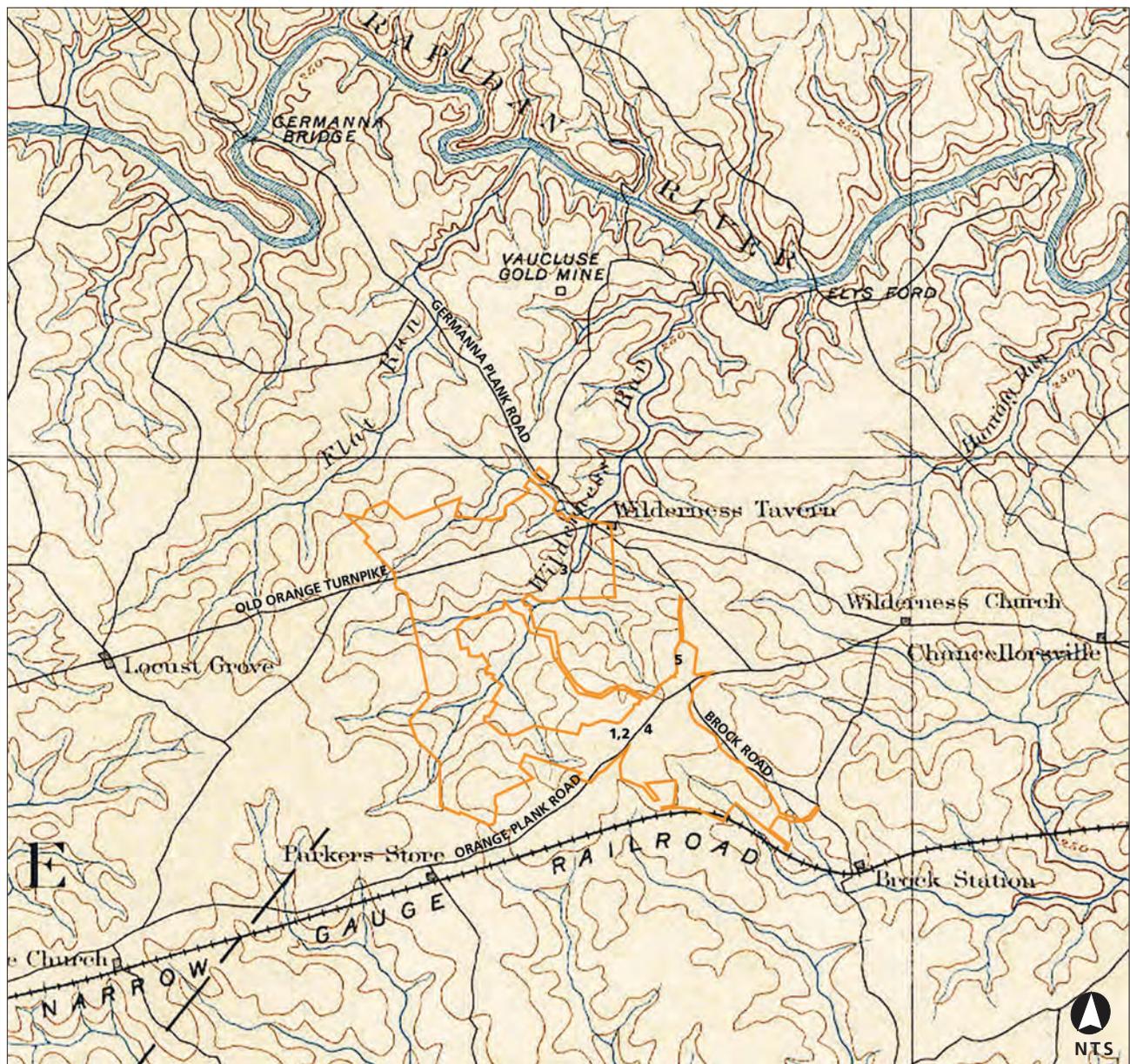
The Texas Brigade stone soon became closely associated with the site where the Texans ordered General Lee to the rear as they advanced against the Union front on May 6, 1864. An article in the Fredericksburg *Free Lance* published in January 1892 explained that the site where the incident occurred was "marked by a large stone," without any reference to the Texas Brigade gravesites.<sup>26</sup> A correspondent and his party from the *Washington Post* who visited the site in 1899 reported,

. . . the party stood around a rough shaft of granite a hundred feet from the road. The stone stood upon some smaller rocks beneath a tree. It marks the spot where a soldier grasped the bridle of General Lee's horse. There had been some wavering on the part of the Confederates, and Lee rode [sic] forward, intending himself to lead a charge. He placed himself at the head of a Texas regiment. His evident purpose changed the spirit of the men. 'If you will go back we will go forward,' said they, and when Lee hesitated one of them seized his horse's riddle and turned the animal around. Then they hastened to

Figure 1.78. A government topographic map showing major roads and landmarks in the Wilderness, 1887. The annotated numbers indicate the location of the following commemorative works: 1. Texas brigade stone; 2. Smith marker-Lee to the Rear; 3. Smith Marker-Stonewall Jackson's Arm; 4. Nance marker; 5. Hays Memorial (on Brock Road—not shown). The "Narrow Gauge Railroad" was the Potomac, Fredericksburg, & Piedmont Railroad. The orange lines indicate current park boundaries. (Detail, US Geographic Survey, Spotsylvania Quadrangle, 1887, annotated by SUNY ESF)

the front and Lee went back. The soldiers placed the improvised monument on the spot, and there it stands to this day, in all its solitude and simplicity, the mute reminder of a war-time episode.<sup>27</sup>

In 1902, Thomas F. Ryan of New York and Nelson County, Virginia decided to fund a system of markers that would be placed at sites of "lasting historic interest" at battlefields in Virginia. Rev. James Power Smith, one of Jackson's staff officers and a son-in-law of Horace and Betty Lacy, served on a committee that selected ten sites of importance to the Confederacy at the Fredericksburg-area battlefields. Two were selected at the Wilderness: the Lee to the Rear site, and the Ellwood burial site of Stonewall Jackson's arm. At the time, the arm site was unmarked, and the committee apparently felt the natural stone at the Texas Brigade gravesites was inadequate. The granite works of Cartwright and Davis of Fredericksburg were contracted to produce the ten stones, which were all of the same design consisting





**Figure 1.79. Confederate markers erected at and near the Tapp Farm: The quartz field stone placed in 1891 to mark the Texas Brigade gravesites, showing its current position on the ground (left); the so-called Smith marker installed in 1903 to commemorate the “Lee to the Rear” incident, photographed ca. 1940 (center); and the Nance marker dedicated in 1912, photographed ca. 1940 (right). (SUNY ESF; Fredericksburg and Spotsylvania National Military Park, Monument Photographs)**

of a rusticated square block with a finished side containing the inscription, approximately three to four feet tall. In the summer of 1903, the ten markers were completed and placed under Smith’s direction on August 6 and 7. The Lee to the Rear marker, inscribed “LEE TO THE REAR! CRIED THE TEXANS MAY 6, 1864” was placed facing the Orange Plank Road, about eight feet from the edge of the road (see fig. 1.79). The arm marker, inscribed “ARM OF STONEWALL JACKSON MAY 3, 1863,” was placed within the Jones-Lacy family burial plot south of the Ellwood house and far removed from public roads. At the time, both marker sites were still owned by Betty and J. Horace Lacy. Nine years later, veterans of the 3<sup>rd</sup> Regiment, South Carolina Volunteers, erected another modest gray granite marker across the Orange Plank Road and a bit east at the spot where their commander, Colonel James D. Nance, was killed by gunshot to the head on May 6, 1864 (see fig. 1.79).<sup>28</sup>

The only substantial commemorative work was a Northern monument dedicated in memory of General Alexander Hays, commander of a brigade in Birney’s division of Hancock’s 2<sup>nd</sup> Corps who was shot in the head on May 5, 1864 while anchoring Getty’s right flank in the woods west of Brock Road. In 1905, friends of the Hays family, through the Pennsylvania G.A.R. and the Sons of Union Veterans, commissioned a memorial to Hays. Designed by Cartwright & Davis of Fredericksburg who also made the Smith markers in 1903, the monument featured an upright nine-foot-tall cannon tube, a 42-pounder rifle cast in 1859 by the Robert Parker Parrott/West Point Foundry in New York, mounted on a granite pedestal. Four similar upright cannon monuments flanked the central flagstaff at Fredericksburg National Cemetery. The monument was placed on the west side of Brock Road in the line of Union breastworks north of Orange Plank Road. Hay’s actual place of death was in the woods to the west. Major Wilfred S. Embrey of Fredericksburg, a Confederate veteran who owned the land on which the monument was erected, gave the 63<sup>rd</sup> Pennsylvania Regimental Association title to a small square plot that measured 50 feet on each side. The Wellford family

**Figure 1.80.** Dedication of the Hays Monument, looking west from Brock Road, 1905. Most of the people pictured were Hays family members. A fence was installed around the monument after this photograph was taken. (Gilbert Adams Hays, *Under the Red Patch: Story of the Sixty Third Regiment, Pennsylvania Volunteers 1861–1864*, 1908)



of Catharine Furnace owned the property at the time of the battle and retained ownership until the turn of the century.<sup>29</sup>

The Hays Memorial was not only a tribute to Union sacrifices, but also reflected desire for reconciliation between the Blue and the Gray. The monument featured inscriptions about Hay's death and the Union groups who erected it, while the rear of the base proclaimed that the ground was donated by "Major W. S. Embrey, C.S.A."—a remarkable tribute to reconciliation that was also evident in the dedication events held on June 2, 1905. On that day, the 63<sup>rd</sup> Pennsylvania Regimental Association stopped on its way to Brock Road at the Stonewall Jackson monument at Chancellorsville, where a speech was given and a wreath laid in honor of the Confederate general. The group then proceeded to the Hays Memorial, which was draped in a large American flag. The ceremony was attended by Civil War veterans and their families; Hay's eldest son, Alden F. Hays, pulled the flag away to reveal the monument, after which the group posed for a photograph (fig. 1.80). The ceremony featured remarks by a local Confederate veteran, Judge John T. Goolrick, who pledged that Southerners would protect the new monument and honor it on every Decoration Day. Given the remote location of the monument, which was completely surrounded by woods on a little-used road, the Hays family and other supporters apparently felt that the monument needed some permanent protection. Soon after the 1905 dedication, an eight-foot-high circular iron picket fence was installed around it.<sup>30</sup>

Another apparent gesture toward reconciliation occurred during the US Marines encampment at Ellwood between September 26 and October 4, 1921. During or soon after these military exercises, the East Coast Expeditionary Force of the US Marines placed a brass plaque on the 1903 Stonewall Jackson arm marker at the Ellwood burial ground. The plaque paid tribute to the memory of Stonewall Jackson.<sup>31</sup>

### **Battlefield Preservation and Park Proposals**

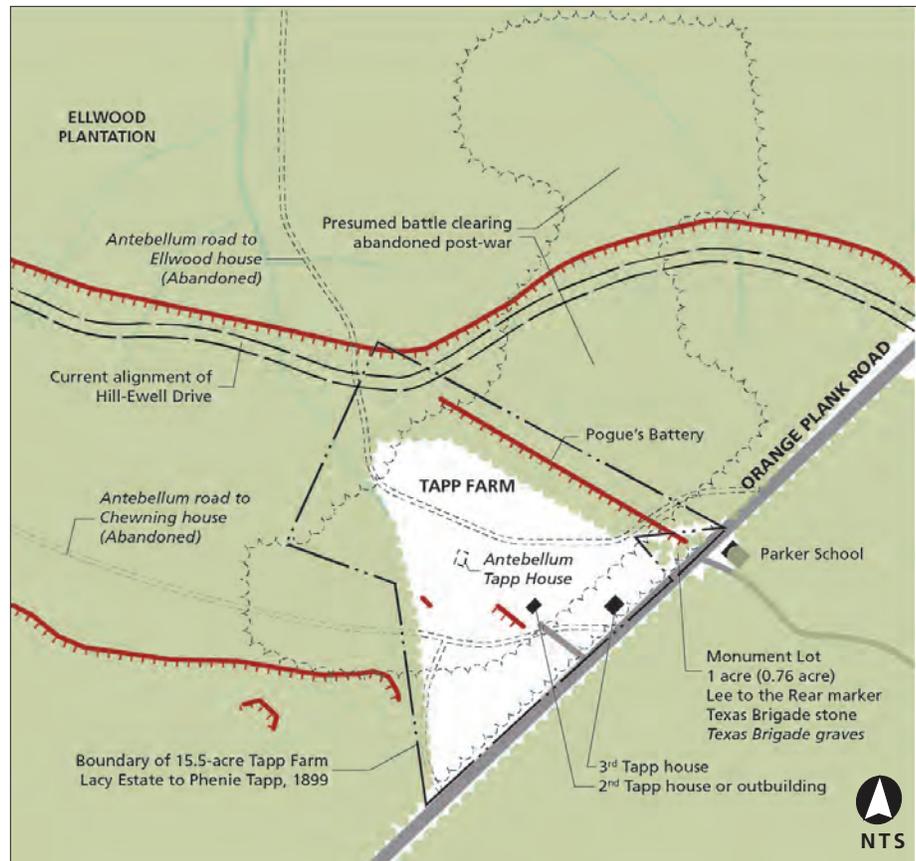
The twenty-fifth anniversary of the Civil War began a period of interest in the Wilderness and its companion Fredericksburg-area battlefields that would lead to proposals for creating a commemorative battlefield park. Over the next four decades, there were just two small parcels at Wilderness battlefield that were set aside for commemorative purposes. These included the “Lee to the Rear” site at the Tapp Farm, and the small plot around the Hays Memorial on Brock Road. The Nance marker, dedicated in 1912, was apparently installed through an informal arrangement with the property owner.

The site of the Texas Brigade gravesites and “Lee to the Rear” incident was the first landscape on the Wilderness battlefield set aside for commemorative purposes. J. Horace Lacy had taken an interest in this area as early as 1866, when he inventoried the Texas Brigade graves. It was in response to the growing movement toward reconciliation that Lacy coordinated the effort to mark the place where the Texas Brigade has saved the Confederates in the Battle of the Wilderness. He wrote that he saw “in the spontaneous erection of these simple monuments to perpetuate truth, valor and patriotism the evidence that the spirit which animated the heroes of old still burns in the hearts of their children.”<sup>32</sup>

On September 21, 1891, Lacy announced his intent to deed an acre containing the memorial stone and grave sites to the Ladies’ Southern Memorial Society, “to be held in trust forever for the sacred uses and objects for which this memorial [stone] was erected, believing this society to be the best custodian for the battle monuments of the South.”<sup>33</sup> In addition to the empty gravesites and memorial stone, the triangular parcel included a portion of Poague’s line (fig. 1.81). It had a park-like character with a grove of mature oak, hickory, pine, and cedar left from a margin of woods that existed along the plank road during the battle (fig. 1.82). Lacy was not successful with this proposed donation, and reached an agreement with the recently established Association for the Preservation of Virginia Antiquities, organized in Richmond in 1889, to accept the property. On January 15, 1892, the Fredericksburg *Free Lance* reported that Lacy and the Catharine Furnace Company, which owned a small part of the site, had donated one acre to the Association. The paper noted, “The spot is now marked by a large stone, but the society will probably erect something more imposing.”<sup>34</sup> After this time, the Lacys referred to the property as the “Monument Lot,” a name also recorded in future deeds.<sup>35</sup>

Around the same time that J. Horace Lacy was marking and setting aside the Texas Brigade and Lee to the Rear site, the private Chancellorsville Battlefield Park Association was trying to develop an expansive commemorative park and resort around the Chancellorsville Inn. The association was founded in 1891 as the first commemorative park organization at the Fredericksburg-area battlefields, and although it never developed its park, it did oversee the placement of two

Figure 1.81. Map of the Tapp Farm showing location of the “Monument Lot,” and the post-battle Tapp houses and limits of the clearing. (SUNY ESF, based on 1930 Battle Fields Memorial Commission map and existing conditions)



monuments and operated the Chancellorsville Inn. It also acquired some property at Spotsylvania Court House, but none at the Wilderness. The association was dissolved around 1918.<sup>36</sup>

As the Chancellorsville Battlefield Park Association was struggling to raise funds for its Chancellorsville plan in the mid-1890s, another effort was begun by the Fredericksburg City Council in 1896 with the goal of government acquisition of the four Fredericksburg-area battlefields for the purpose of commemoration and preservation rather than resort development. Supporters of this park proposal, which called for Congress to acquire the area's four battlefields and connect them with "macadamized drive-ways," cited the need for quick action to preserve the threatened remnants of the battle. Park supporters in Fredericksburg felt that their battlefields were certainly worthy of similar recognition to Chickamauga-Chattanooga, Shiloh, and Gettysburg that the War Department had recently established as national military parks, and they soon convinced the state government to support their proposal. In 1896, Virginia passed legislation authorizing the creation of the "Fredericksburg and Adjacent National Battlefields Memorial Park Association of Virginia."<sup>37</sup> The legislation stated:

The object of this association is to mark and preserve the battlefields of Fredericksburg, Chancellorsville, the Wilderness, and Spotsylvania Courthouse. . . together with the natural and artificial features, as far as possible, as they were at the time of said battles, by such memorial stones, tablets, or monuments as the generous people of the United States or the Government of the United

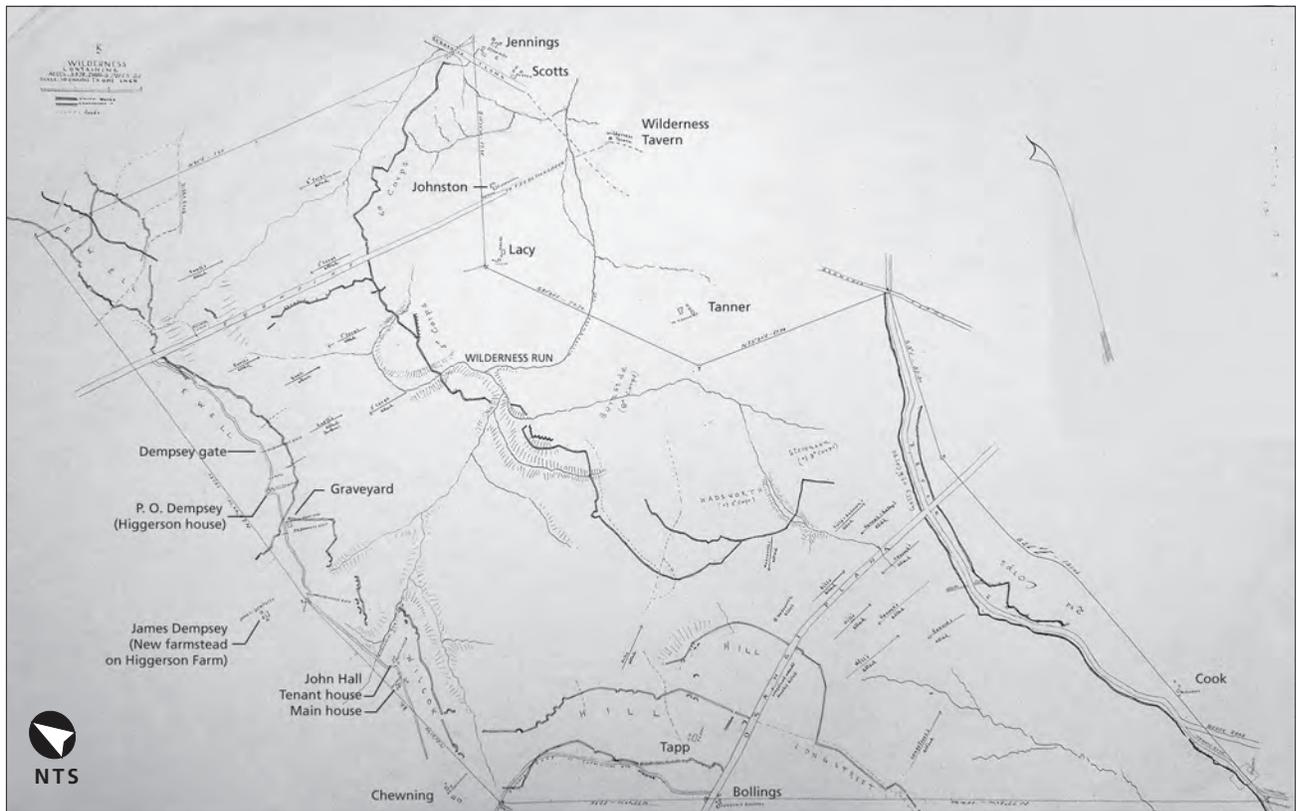


**Figure 1.82.** The shady, mown triangular parcel at the Tapp Farm that J. Horace Lacy set aside as a commemorative park in 1891 to mark the Texas Brigade gravesites, from a later photograph looking southwest along Orange Plank Road, ca. 1938. The 1891 Texas Brigade stone is not visible; the 1903 Lee to the Rear marker is off the right side of the photograph. The post-war Tapp farmhouse is in the left distance. (National Park Service photograph, Fredericksburg and Spotsylvania National Military Park, Historian's Files, Tapp Farm)

States may see fit to erect to commemorate the valor displayed by the American soldiery on those bloody fields, and it may take such steps as it deems proper to induce the congress of the United States to do all the necessary work appertaining thereto.<sup>38</sup>

The state legislation created a "Battlefield Park Commission" that was given authorization to acquire land by condemnation, including nearly 7,000 acres in Spotsylvania and Orange Counties. War Department representatives and engineers visited in June 1899 to review the boundaries of the park recommended by the park commission, which included 3,880 acres at Wilderness battlefield (fig. 1.83). The boundaries encompassed most of the Union and Confederate earthworks, from Germanna Plank Road (Route 3) on the north to Orange Plank Road and Brock Road on the south. The battle-era Higgerson and Tapp farmsteads were included in the boundaries, but not the Lacy house or Chewning farmstead. On June 19-20, the party inspected Wilderness battlefield and spent the night at the Chewning Farm. The War Department was pleased with the proposed boundaries, and recommended only a few changes.<sup>39</sup>

The Battlefield Park Commission proposal received support from both Union and Confederate veterans, and through World War I, successive bills for the park were introduced into Congress by Virginia's delegation. Opposition to one bill introduced in 1902, for example, questioned the need for the Fredericksburg area park given that there were already five national military parks established, and that there were bills pending for fifteen others. Critics also questioned how the proposed non-contiguous park components could constitute a single park. Financial considerations of developing and maintaining such a large and dispersed park ultimately defeated each of the bills. However, the Marines' training



**Figure 1.83.** Map of the proposed boundaries of the Wilderness battlefield park as proposed by the Battlefield Park Commission showing ownership and farmsteads, ca. 1899. The labels with arrows indicate troop movements during the battle. (“Wilderness Containing Acres - 3879,” Fredericksburg and Spotsylvania National Military Park, Wilderness maps, uncataloged photocopy, annotated by SUNY ESF)

at the Wilderness in fall 1921 may have helped raise public awareness about preserving the battlefield. Beginning in 1924, bills were introduced in Congress for further studies that would eventually lead to a national military park for the Fredericksburg-area battlefields.<sup>40</sup>

### POST-WAR WILDERNESS COMMUNITY

After the trauma and destruction of the battle, the Wilderness eventually returned to a quiet Piedmont farming community, unremarkable except for its battle scars. Although still heavily wooded, the region posed a bucolic scene that disappointed visitors hoping to see much more wild conditions, as one reporter from the *Richmond Dispatch* wrote in July 1879:

On Friday the 11<sup>th</sup> instant we started on a detour into the “Wilderness,” making Ellwood, the home of Horace Lacy, Esq., our objective point. . . So with our feet in the best order and our appetites undiminished, we struck out for the ridges above Fredericksburg and “the dark, lugubrious, somber, impenetrable jungles of the Wilderness.” We marched our fifteen miles, but to our disappointment, we saw nothing particularly “wild,” “weird,” or “howling” about the Wilderness. It was not the most interesting country, to be sure. But the blackberries were the finest we had eaten, the green-apples the sourest; the houses were whitewashed and neatly kept; flowers were tenderly reared by even the poorest and plainest of the people; the crops were diligently and successfully cultivated; the countrymen polite and well-dressed, ready to supply all information and not over-inquisitive; the roads good; and all things wearing a thrifty, peaceful, and happy aspect.<sup>41</sup>

### **Agriculture, Industry, and Transportation**

During the post-war decades, there was little growth in Orange and Spotsylvania counties, but in the Wilderness, several new farms were developed from subdivisions of antebellum farms, or from new farm clearings. This was typical of the region south of the Rappahannock River, where the number of farms increased through the turn of the nineteenth century following a period of decline soon after the war. Corn, wheat, and hay remained the dominant crops, along with tobacco and livestock. Many farmers also continued to maintain orchards, a trend that probably increased after 1880 with advances in fruit growing. By the early twentieth century, production began to shift from grain and tobacco to dairy and vegetables. Farm landscapes changed with introduction of new products, such as barbed-wire fencing that became widely available in the late nineteenth century. The vast second-growth forests of the Wilderness continued to be an economic resource into the early twentieth century, primarily for low-grade wood for ties and pulp. Gold mining experienced a revival, particularly at the Vaucluse Gold Mine north of Woodville and Ellwood that was reactivated in the 1890s (see fig. 1.78).<sup>42</sup>

The local timber industry benefitted from the completion of the Fredericksburg & Gordonsville Railroad, which had provided a key strategic route for Longstreet's attack on the Union left flank on May 6, 1864. In 1872, the railroad laid eighteen miles of standard-gauge track from Fredericksburg west to Parker's Store in the Wilderness, where construction stopped when the company failed. It was not until 1877 that the line, renamed the Potomac Fredericksburg and Piedmont (PF&P) Railroad was completed. The 38-mile stretch between Fredericksburg and Orange was rebuilt as a narrow gauge (three foot) line. Planned extensions into the Virginia coal country to the west were never realized, leaving the line mainly as a common carrier for freight and passenger service. There were three stops in the Wilderness: Brockroad at the crossing of Brock Road; Stephens, a whistle-stop at the Stephens Farm west of Brock Road; and Parker, at Parker's Store (fig. 1.84). After World War I, the PF&P struggled and was sold in 1925 to the Orange and Fredericksburg Railroad Company, which rebuilt the line in standard gauge and renamed it the Virginia Central Railway.<sup>43</sup>

Agriculture and timber industries in the region depended on good roads, but despite the Richmond *Dispatch* reporter's account to the opposite in 1879, many were in disrepair during the post-war decades. The Orange Turnpike was a narrow uneven roadbed, as evident in the section that wound down the hill from the site of Wilderness Tavern (fig. 1.85). In his 1899 visit to the battlefield, author George Alfred Townsend reported, "The torn-out roadbeds, washed bare by rains, stand like excavated skeletons, along the forest plains, among the few farms."<sup>44</sup> The main roads—the Orange Turnpike, Orange and Germanna plank roads, and Brock Road—were no longer maintained by private companies that charged

Figure 1.84. A 1901 map of Virginia showing the stations of the Potomac Fredericksburg & Piedmont Railroad through the Wilderness: Brockroad, Stephens, and Parker (Parker's Store). (Detail, Rand McNally, "Virginia," from *Enlarged Business Atlas and Shipping Guide*, 1901)

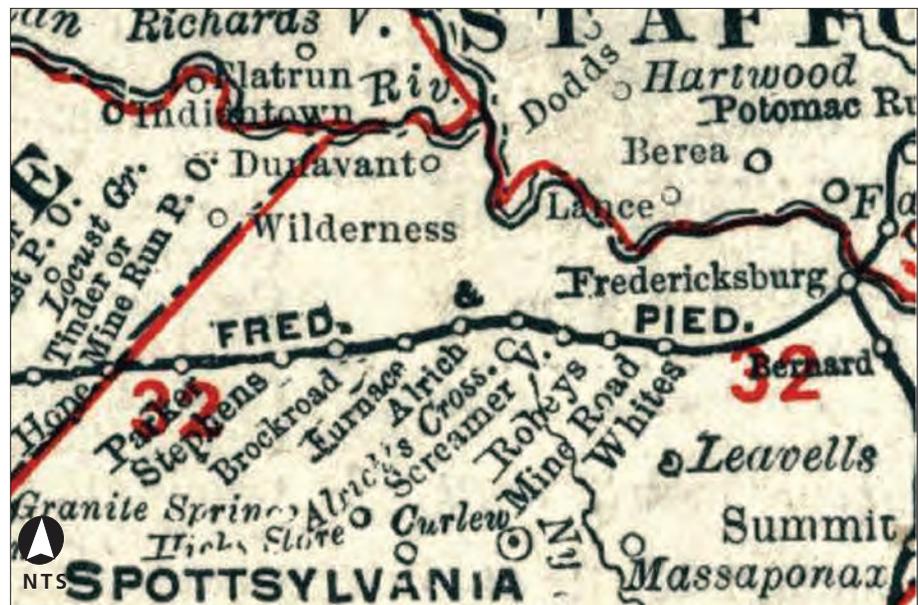
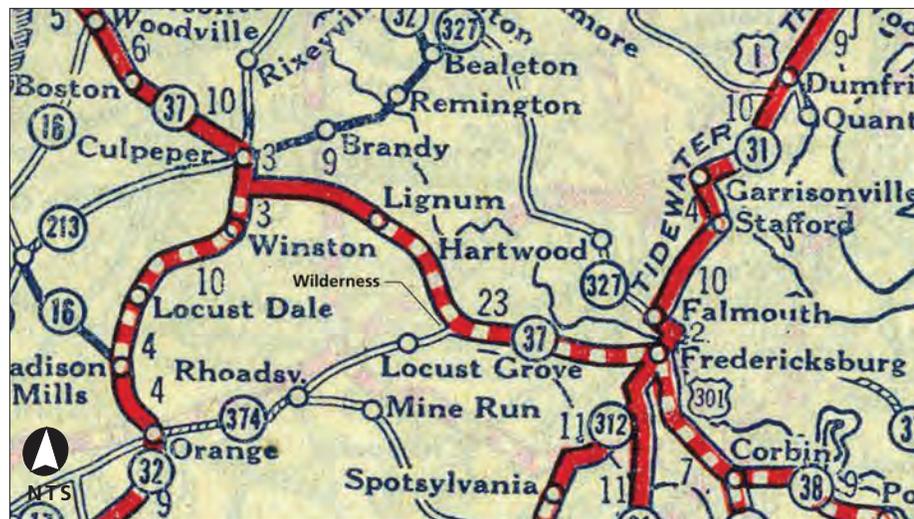


Figure 1.85. The Orange Turnpike looking west across Ellwood and the Wilderness Run from just beyond the site of Wilderness Tavern, ca. 1897. The distant building to the left of the turnpike is Wilderness Chapel, in the cemetery subdivided from Ellwood in 1883. The building to the right of the turnpike is part of the ca. 1880 Johnson-Jennings farmstead. The part of the turnpike in the foreground still exists and is known as Lyons Lane. (Albert Kern photograph, Dayton History [need permission], copy in Fredericksburg and Spotsylvania National Military Park, Wilderness digital collection, #689)

Figure 1.86. A 1927 highway map showing state Route 37 (present Route 3) that followed portions of the antebellum Orange Turnpike and Germanna Plank Road. The stretch between Fredericksburg and Germanna, including Wilderness, had been improved (dashed red line) but not paved (solid red line). Route 374 (present Route 20) had not yet been improved. (Detail, *Rand McNally Auto Road Atlas, Delaware Maryland Virginia West Virginia map, 1927*, annotated by SUNY ESF)



tolls as they had been prior to the war. The portions of these roads falling within Orange County were maintained by the local municipality, the Gordon Magisterial District, established in 1870.<sup>45</sup>

With growing popularity of the automobiles in the early twentieth century, the State of Virginia began to develop a plan of improved highways. The state organized a highway department in 1906, and by 1918 major roads were designated as part of a state highway system. These included Route 37 (present Route 3, originally Route 7) between Fredericksburg and Culpeper and beyond, following portions of the old Orange Turnpike and Germanna Plank Road through the Wilderness (fig. 1.86). By 1921, the state had begun improvements to Route 3 that included a standard 18-foot width and a bypass of the old plank road-turnpike intersection that united the two antebellum roads into a continuous highway (fig. 1.87, see also fig. 1.77). The bypass required a new bridge over Wilderness Run; the old Germanna Plank Road bridge to the south had been abandoned by this time. The old Orange Turnpike that headed west from Route 3 would not be improved into a state highway until later in the decade.<sup>46</sup>

### Ellwood Plantation

After the war, with Ellwood occupied by a squatter and their Stafford County home Chatham in shambles, Horace and Betty Lacy and their children moved into Greenwood, the home of Betty's mother north of Ellwood and east of Wilderness Run. They stayed at Greenwood for six months, then moved back to Chatham. The Lacys evicted the squatter and rented Ellwood to a tenant farmer. Due to financial difficulties, they had to sell Chatham in 1872, and moved to Ellwood as their year-round home.<sup>47</sup>

Ownership of the old Ellwood and Woodville plantations was still legally part of the estate of William Jones, who had died in 1845. His will included provisions that four adult children of his daughter, Betty Lacy, receive property from the

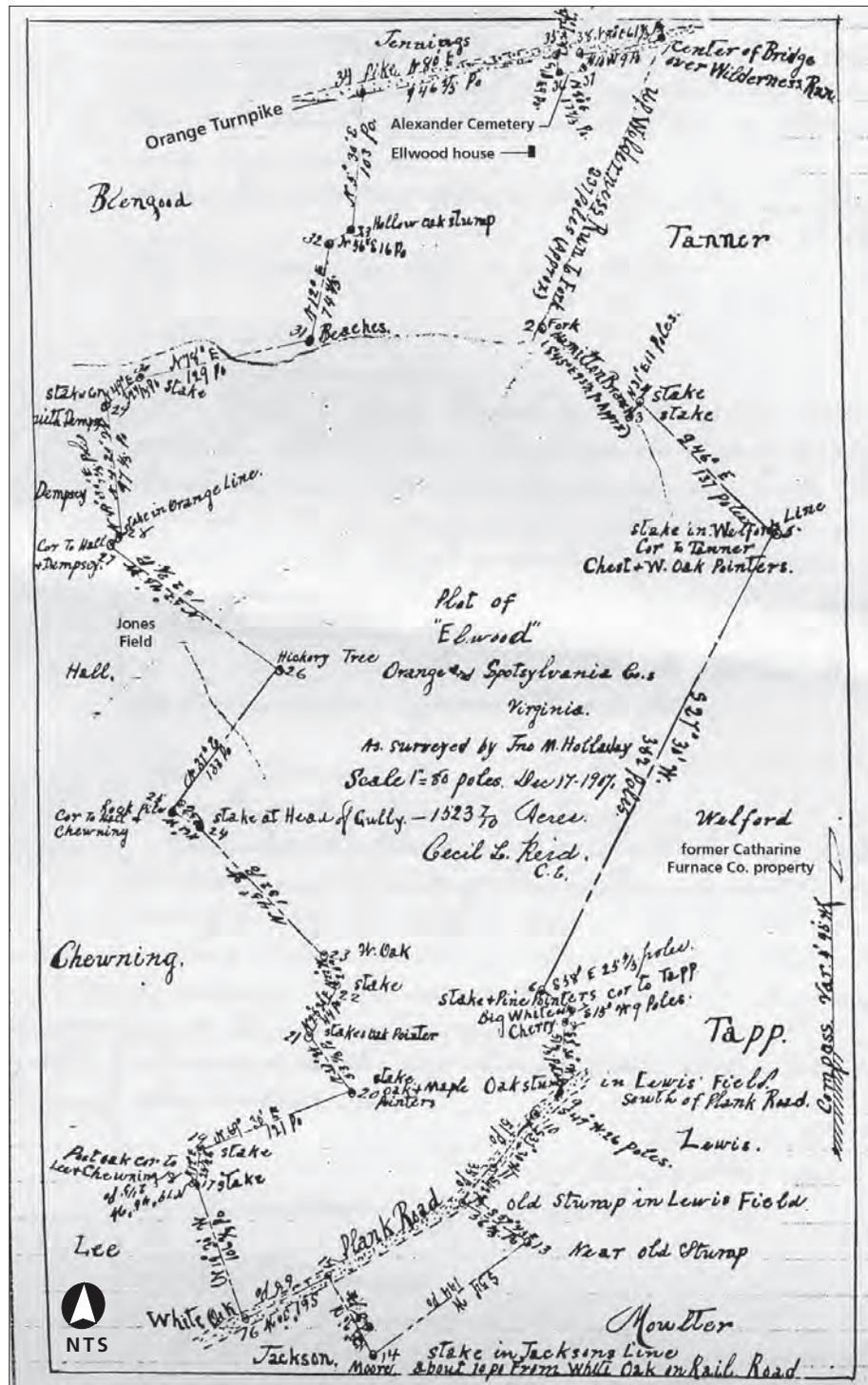


**Figure 1.87.** Aerial photograph of the Wilderness showing the Ellwood-Woodville-Greenwood clearing and the improved Route 37 (Route 3), taken in preparation for the US Marine Corps exercises and encampment, September 13, 1921. The various curving lines with contrasting brightness are from the way the image was stitched together. (US Marine Corps History Division, Archives Branch, Smedley D. Butler Collection, COLL/3124, annotated by SUNY ESF)

estate. In the 1870s and early 1880s, the four children inherited the following parcels: Agnes Lacy, land north of the Ellwood house, probably part of Ellwood and Woodville plantations that most likely became the Johnston-Jennings Farm; William Lacy, the core of Woodville including the Woodville villa that was once the home of Churchill Jones; Elizabeth Lacy, land at the western end of Ellwood, probably the Jones Field that became the Hall Farm; and Graham Gordon Lacy, the eastern half of the Ellwood clearing that became the Tanner Farm (fig. 1.88). Horace and Betty Lacy also subdivided other portions of Ellwood, including land south of the Orange Turnpike and Wilderness Tavern sold to the Payne family in 1879; 15.5 acres sold to Phenie Tapp in 1899; and a one-acre parcel north of the Ellwood house along the south side of the turnpike established in ca. 1883 as the Wilderness Chapel Cemetery (Alexander Cemetery). This cemetery was established by Horace Lacy and his close friend William Kuper as a community burial place around a memorial interfaith chapel erected in 1883 by Janetta Alexander, whose father, Archibald Alexander, had tutored Jones children at Greenwood. Horace and Betty's son, William Lacy, was the first to be interred in the cemetery in 1884.<sup>48</sup>

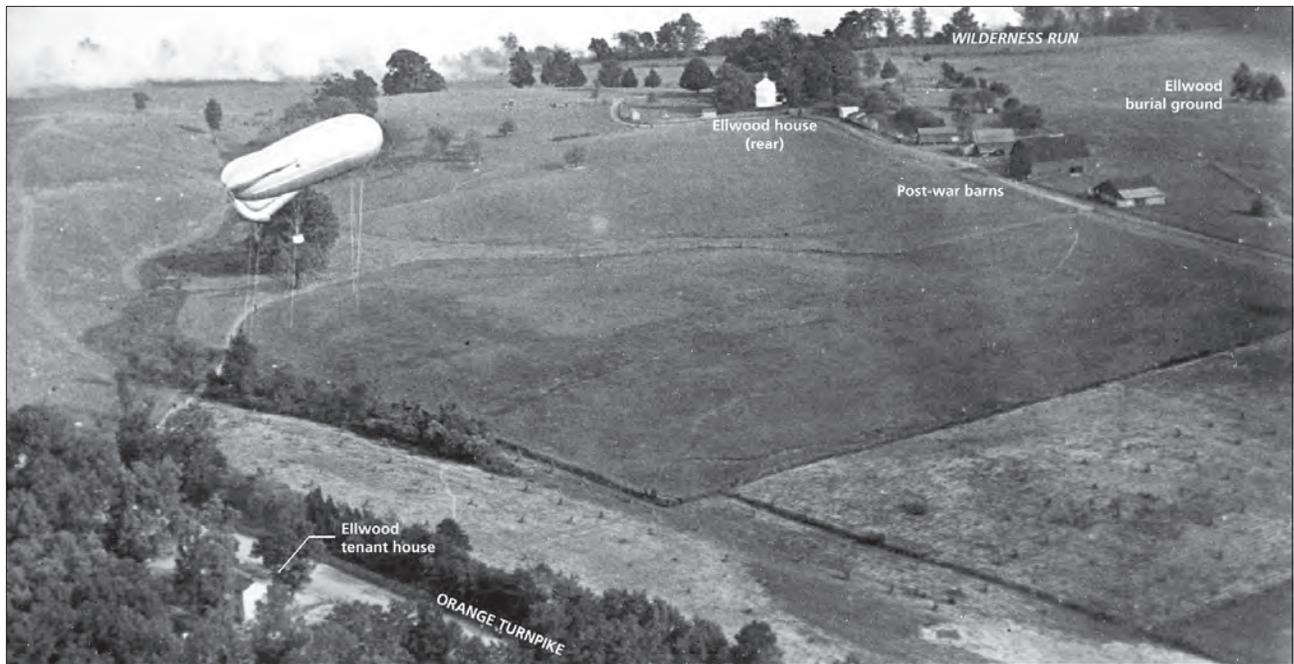
Horace and Betty Lacy made few substantial improvements to the Ellwood house and surrounding core of the plantation during the late nineteenth century, aside from adding and removing some barns and outbuildings. After they sold land

Figure 1.88. Survey of Ellwood at 1,523.7 acres, December 1907. The adjacent properties named Jennings, Tanner, Tapp, and Hall, along with Alexander Cemetery, were subdivided from the antebellum limits of Ellwood plantation in the 1870s and 1880s. (Deed, J. Horace Lacy [Jr.] to Hugh E. Willis, December 19, 1907, Spotsylvania County Land Records, liber AU, 262-266, annotated by SUNY ESF)



to the Payne family south of Wilderness Tavern, including the shops along the Orange Turnpike and tenant house (Widow Jones) along Germanna Plank Road, they built a new tenant house in 1884. It was located north of the Ellwood house, on the north side of the Orange Turnpike near the site of Grant's headquarters on a portion of Woodville plantation (mine tract) inherited by Betty Lacy (fig. 1.89).<sup>49</sup>

The Lacys continued to live at Ellwood until 1896, when the elderly couple decided to move into a smaller house in Fredericksburg. None of their children



**Figure 1.89. Aerial view of Ellwood during the Marines exercises looking southeast showing characteristic post-battle character and location of tenant house on the Orange Turnpike, 1921. At the time of the photograph, Ellwood was owned by Hugh Willis. (US Marine Corps History Division, Archives Branch, Smedley D. Butler Collection, COLL/3124, annotated by SUNY ESF)**

was apparently interested in moving to Ellwood, so Horace and Betty rented the house and farm to tenants: Robert Duvall through 1899, followed by David Dempsey, a nephew of Widow Tapp. In January 1906, Horace Lacy died, followed soon after by Betty in May 1907. Their children quickly made plans to sell the 1,523-acre former plantation, and on December 19, 1907, conveyed it to Hugh Evander Willis, ending 130 years of Jones-Lacy family ownership. Willis, who taught law in Minnesota, stayed at Ellwood during the summers and had a tenant run the farm. After some troubles with the tenant, he invited his parents, Evander and Lucy Willis, to move to Ellwood and take the place of the tenant farmer.<sup>50</sup> Under Willis ownership in the early twentieth century, the landscape at Ellwood underwent several changes, including the construction of a new barn and the demolition of older structures. Among the demolished structures were cabins that had served as quarters for enslaved laborers on the antebellum plantation.<sup>51</sup>

#### *Johnston-Jennings Farm*

The Ellwood land north of the Orange Turnpike, which may have been inherited by one of the Lacy grandchildren in the 1870s, became the farm of the Johnston family, and by 1907 was owned or occupied by the Jennings family. The farmstead faced the Orange Turnpike along the Ellwood entrance road (see fig. 1.85). By the early twentieth century, the Jennings family also acquired portions of Woodville Plantation to the north, which extended the farm to north of Germanna Plank Road (see Woodville section).<sup>52</sup>

Figure 1.90. Aerial view across the Tanner Farm within the antebellum Ellwood Plantation looking southeast, 1921. The Marines had created the pond at the lower part of the photograph and various tracks as part of their exercises that were taking place at the time. (US Marine Corps History Division, Archives Branch, Smedley D. Butler Collection, COLL/3124, annotated by SUNY ESF)



#### *Tanner Farm*

After Graham Gordon Lacy inherited the eastern half of the Ellwood clearing from the estate of his grandfather on April 2, 1883, he sold the 190-acre property to G. W. Tanner on November 13, 1883. The northern twenty-five acres of the clearing, mostly between the Germanna Plank Road and Orange Turnpike, had earlier been sold to Charles Payne. The Tanners built a farmstead on the top of the ridge southwest of the Ellwood house, and maintained much of the antebellum farm clearing. The farmstead was accessed by a new road that extended south from the near the old Orange Turnpike-Germanna Plank Road intersection (present Lyons Lane). It continued south and east through woods to Orange Plank Road. Around 1900, the Tanners built a second house a short distance north of their original farmstead (fig. 1.90).<sup>53</sup>

#### **Orange Turnpike Places**

West of Ellwood, the Orange Turnpike became a continuous expanse of woods during the post-war period. Several of the small farm clearings north and south of the turnpike were abandoned, but the Higginson Farm south of the turnpike remained. Along the turnpike east of Wilderness Run, there was an expansion in the amount of farmland. The Orange Turnpike deteriorated into a minor route by the late nineteenth century, until the portion east of Wilderness Run was improved by the state into Route 3 around 1921.

Figure 1.91. The presumed Wilderness (Simms) store that was enlarged after the battle, looking southeast across the Orange Turnpike, 1884. The front (left) portion is the antebellum building that was sketched during the battle (see fig. 1.18). It was the home of F. H. Johnson by the early twentieth century. (Massachusetts MOLLUS Collection, 67:3332, US Army Military History Institute)



#### *Wilderness Tract—Payne-Link Farm*

Charles Payne, who along with Nathaniel S. Jones (probably a relative of Widow Jones documented on battle-period maps) acquired the 200-acre Wilderness Tract from the Simms family shortly after the battle in June 1864, used the property as his family's farm and continued to run the Wilderness store (Simms Store) across from the antebellum tavern site. In 1871, Payne acquired full title to the property by buying out Jones's interest. Eight years later, he expanded the farm by acquiring an adjacent twenty-five acres of Ellwood south of the Orange Turnpike from the estate of William Jones. The old Ellwood tenant house on this property that was occupied by Widow Jones after battle remained occupied by the Jones family into the 1890s.<sup>54</sup>

Without the Wilderness Tavern that burned down during or soon after the battle, there was no ample residence for Charles Payne and his family, just the small two-story building across the turnpike that presumably housed Wilderness Store. Payne doubled the size of the building with a two-story addition to the south that probably served as a residence (fig. 1.91). Within a few years, Payne built a new farmstead in the fields north of the Orange Turnpike (fig. 1.92). After acquiring the twenty-five acres of Ellwood south of the turnpike in 1879, Payne built another farmstead along the old Germanna Plank Road. This new farmstead included a two-story house and fenced gardens on the north side of the road, and barns on the south side (fig. 1.93).

Around 1899, the Payne family erected a new one-story store on the east side of the antebellum store (fig. 1.94). Author George Alfred Townsend reported during his tour of the battlefields in July 1899 that he was passing "...a little henhouse

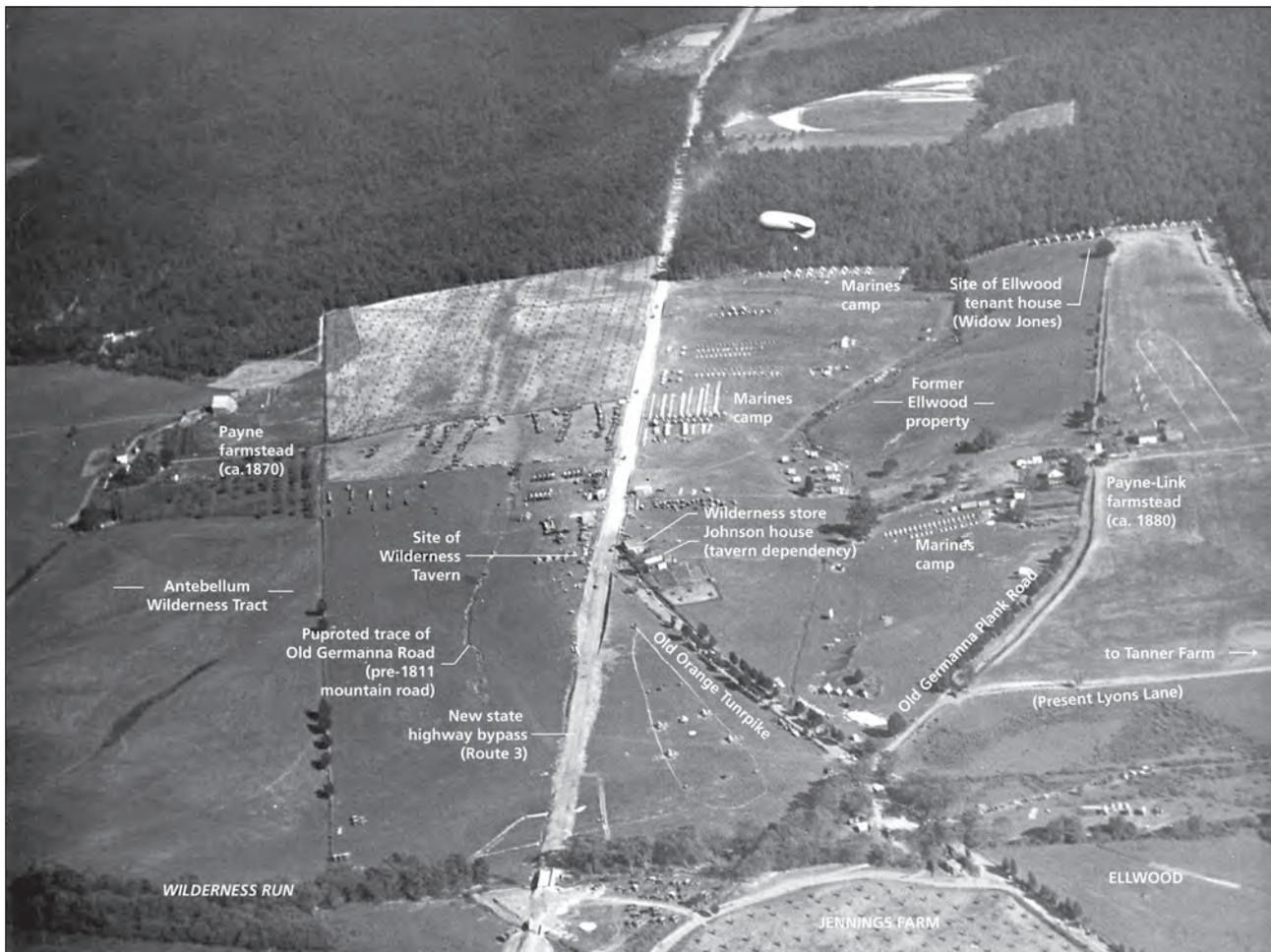


Figure 1.92. Aerial view across the Payne-Link Farm within the antebellum Wilderness Tract and Ellwood Plantation looking east during the US Marines encampment, 1921. (US Marine Corps History Division, Archives Branch, Smedley D. Butler Collection, COLL/3124, annotated by SUNY ESF)



Figure 1.93. The Payne farmstead along Germanna Plank Road, looking southeast during the Marines encampment, 1921. The farm was owned by Lucy Payne Link at the time of this photograph. (US Marine Corps History Division, Archives Branch, Smedley D. Butler Collection, COLL/3124)

Figure 1.94. Remnants of the antebellum Wilderness Tavern building complex, looking northeast at the time of the US Marines encampment, 1921. The Wilderness Store may have been in a building rebuilt in 1899. (US Marine Corps History Division, Archives Branch, Smedley D. Butler Collection, COLL/3124, annotated by SUNY ESF)



of a church, the Wilderness Church, and we roil along in the sun and cover till we see a raw new country store, once the Wilderness tavern. . .”<sup>55</sup> Townsend was probably referring to the old Wilderness Store, reflecting confusion about where the Wilderness Tavern had stood, since by this time only a shallow cellar hole remained. By the early twentieth century, the old store was the home of F. H. Johnson, presumably a tenant of the Payne family.<sup>56</sup>

In 1899, Charles Payne left his 225-acre farm to his daughter, Lucy, to inherit upon her twentieth birthday in 1916. After this time, she married into the Link family. When Route 3 was built through the farm in 1921, the Links agreed to sell a strip of their land to the state for construction of the bypass around the old turnpike-plank road intersection. The state may have destroyed the cellar hole of the Wilderness Tavern as part of grading for the new highway.<sup>57</sup>

#### *Saunders Field*

Horatio Allen, who owned the tract of land that included Saunders (Palmer’s) Field, apparently never rented the field to another farmer after the battle. Without cultivation, cedars, pines, and other trees spread across the field, while the Orange Turnpike deteriorated into no more than two tracks, which curved north of the original straight alignment to circumvent a portion of the original straight alignment that was washed out (fig. 1.95). This washout was most likely at an earthen causeway that crossed a gully. Some grazing may have occurred through the 1880s, which kept some ground open. By 1894, a visitor remarked how Saunders Field had been open space during the battle, but was “now grown up thickly with pines.”<sup>58</sup> The Allen family retained ownership of the former field through the 1920s, by which time it had become entirely wooded (see fig. 1.87).<sup>59</sup>

**Figure 1.95.** Saunders Field showing natural succession that resulted from lack of agricultural use in the years after the battle, looking west, ca. 1888. The open ground may be perpetuated by grazing. (Fredericksburg and Spotsylvania National Military Park, Wilderness digital collection, #208)



**Figure 1.96.** The Higgerson house, looking southwest at the front and north side showing character during ownership by the Dempsey family, ca. 1935. It was demolished soon after this photograph was taken. (National Park Service photograph, Fredericksburg and Spotsylvania National Military Park, digital image 2458)



#### *Higgerson Farm*

Permelia Chewning Higgerson, who lost her husband to smallpox shortly before the Battle of the Wilderness, remarried William Wallace “Daniel” Porter in 1867. The family moved to New Madrid, Missouri. The Higgerson Farm subsequently changed ownership and occupancy numerous times, and was most likely used as a tenant farm. By 1899, the 125-acre farm was owned or occupied by P. O. Dempsey and James Dempsey. By 1930, M. Dempsey owned the farm. The Dempsey family also owned property near Saunders Field.<sup>60</sup>

The antebellum Higgerson house, with its two distinctive chimneys, remained little altered through the changes in ownership and occupancy, aside from deterioration (fig. 1.96). When the farm was returned to agricultural use after the battle, the Confederate earthworks that extended through the eastern part of the farm fields were most likely leveled. The entry road from the Orange Turnpike was probably changed at the same time. The new road followed the Confederate earthworks that had created a cleared corridor that extended due north of the

farm, bypassing the antebellum route that followed the Mill Branch to the west before heading north to the turnpike (see fig. 1.83).

The Dempsey family greatly enlarged the agricultural operation of the Higginson Farm by creating a second farm clearing from the woods on the south half of the antebellum farm. They built a new farmstead along the north side of the new clearing, accessed off an antebellum woods road. By 1899, the farmstead was occupied by James Dempsey (see fig. 1.83).<sup>61</sup>

#### **Germanna Plank Road Places**

The farms along Germanna Plank Road outside of Ellwood Plantation expanded and some mines were revived after the Civil War, but were closed by the 1920s. The corridor declined as a main transportation route until it was incorporated into Route 3 in ca. 1921.

#### *Orange Grove*

Orange Grove, the old Spotswood plantation north of Ellwood and Woodville, remained the family home of John R. Spotswood during the post-war period. The antebellum plantation house along the west side of Germanna Plank Road survived the war, but burned down in ca. 1873. The family moved into a smaller house that had been the servants' quarters. John R. Spotswood died a decade later and was buried in the family burial ground near the house; he had lived through a period that saw Orange Grove reduced from thousands of acres to a 500-acre property farmed by the immediate family. By the early twentieth century, Lelia Spotswood Willis was the last remaining heir. The plantation's former Saw Mill Tract, which bordered Ellwood and Woodville and was still crossed by Culpeper Mine Road, was subdivided into several different parcels. Most of the tract remained wooded, but just south of Flat Run and north of the site of Gordon's Flank Attack was a clearing established after the war. By the 1920s, it was the site of an enclave named Woodville, a gold mining operation established by the Kuper family who owned the core of the old plantation. It was probably begun during the regional resurgence of the gold mining industry in the 1890s.<sup>62</sup>

#### *Woodville Plantation*

The Woodville plantation, including its namesake mine tract created prior to the Civil War, underwent subdivision and several changes in ownership during this period. To its north, the 325-acre Greenwood Mine Tract remained intact into the 1930s. The Greenwood house, located north of Woodville and east of Wilderness Run, became the home of Dr. William Armistead Gordon by the early twentieth century, and remained outside of lands being considered for incorporation into a national military park (see fig. 1.87).

The Childress family lived in the presumed Woodville farmstead west of the Woodville villa during the late 1860s. The Gray family, who were free Blacks prior to the war, continued to reside next to the tannery on the Woodville Mine Tract into the early 1870s, when the census identified the residents as Richard Gray, a farmhand, and his wife Caroline and five children. It is unknown whether the Childresses and Grays remained when the Woodville property was inherited by William Lacy, a grandson of William Jones, around the time of his marriage to Nora Willis in 1875. Lacy farmed Woodville and the couple lived in the Woodville villa, which had been built in ca. 1787 by Lacy's great uncle Churchill Jones on a knoll overlooking Wilderness Run one mile north of the Ellwood house. William Lacy did not live long at Woodville—he died in 1884 and was buried in the Wilderness Chapel Cemetery at Ellwood. Lacy's second wife and widow, Sallie B. Lacy sold Woodville to William Kuper, a close friend of Horace Lacy, who in turn deeded the property to his son, Dr. Charles Kuper, a dentist and gold mine investor. It was probably Charles Kuper who replaced the Woodville villa with a modest two-story house in ca. 1881, and developed the Woodville mine enclave west of the Germanna Plank Road.<sup>63</sup>

Kuper may have sold off the southern part of the Woodville Mine Tract after he realized the antebellum gold mines there were not productive. Prior to 1899, the property, which included the battle-period tannery and house occupied by the Gray family on the south side of Germanna Plank Road, was acquired by the Jennings family. By 1899, the tannery and Gray house were gone and a new Jennings farmstead was on the north side of the plank road (see fig. 1.83). An adjacent farmstead occupied by the Scotts family—perhaps relatives of the Jennings—was to the east. By the late 1920s, the Jennings Farm extended from the Orange Turnpike to north of Germanna Plank Road.<sup>64</sup>

The Union 6<sup>th</sup> Corps earthworks that extended through the Woodville Mine Tract were not acquired by the Jennings. It was subdivided into a separate parcel that by the late 1920s was owned by Laird. The portion of the earthworks south of Germanna Plank Road ran along the boundary of the Jennings Farm and property owned by Dr. Lee Cooke, a 253-acre parcel known as the Keaton Tract that may have once been part of the Spotswood plantation, Orange Grove.<sup>65</sup>

### **Orange Plank Road and Brock Road Places**

Orange Plank Road and Brock Road remained unimproved dirt roads throughout this period, through heavily wooded corridors. The clearing at the Germanna Plank Road intersection was lost and the Tapp Farm clearing grew smaller. A one-room schoolhouse, the Parker School, was built across from the Tapp Farm on a two-acre wooded tract, probably as part of a state-wide rise in school building that occurred after World War I (fig. 1.97). It replaced an earlier schoolhouse near Parker's Store.<sup>66</sup> Parker's Store Road that extended through the Chewning

Figure 1.97. Parker School built in ca. 1920, looking south from Orange Plank Road, ca. 1940. (Collection of Agnes Madora Chewning Stephens, courtesy of Pat Sullivan)



Farm and Ellwood disappeared as a through-route during this period, although the section to the Chewning Farm remained in use. Parker's Store itself remained in business as a local general store into the 1920s, bolstered in part by its location adjacent to a stop on the Potomac, Fredericksburg & Piedmont Railroad (see fig. 1.84). Greenfield, the 889-acre antebellum plantation located south of the railroad, was sold in 1905, ending 110 years of Estes-Row family ownership.<sup>67</sup>

#### *Catharine Furnace Company Property*

By the fall of 1865, the Catharine Furnace Company ceased operations as the demand for local iron largely disappeared with competition from Northern producers. In October 1865, the 4,648-acre property was put up for sale, but the company apparently received no offers. The Wellford family continued to own the property, which still extended west to Ellwood, through the turn of the century. At some point between 1892 and 1905, the furnace lands east of the Tapp Farm and Ellwood were acquired by Major Wilfred S. Embrey of Fredericksburg, who donated a small part of the property in 1905 for the Hays Memorial on Brock Road. Embrey owned a successful tie and lumber company in Fredericksburg, and presumably acquired the Catharine Furnace Company property for its timber. He also acquired the woods west of the Higginson Farm and Saunders Field.<sup>68</sup>

In 1908, the Catharine Furnace Company sold its land south of Orange Plank Road to Lelia Spotswood Willis and her husband E. O. Willis, and Mason Haynes Willis and his wife Beryl B. Willis. Lelia Spotswood Willis was a descendent of the Spotswood family of Orange Grove, and still lived at a plantation house along Germanna Plank Road. M. H. Willis, who was no known relation to Hugh Evander Willis who purchased the Ellwood plantation in 1907, owned a hardware

store in Fredericksburg and later served as the city clerk of Fredericksburg. He and his partners bought the land for its timber. By this time, these woods south of the plank road and west of Brock Road in the vicinity of Longstreet's Flank Attack were known as Hamilton's Thicket. Willis and his partners also acquired Wilfred Embrey's furnace property east of Ellwood following Embrey's death in 1908. The Embrey family retained ownership of some of Embrey's property south of Orange Plank Road and west of Saunders Field.<sup>69</sup>

### *Tapp Farm*

The Tapp family remained at their farm at the southeastern corner of Ellwood Plantation throughout the post-war period. Catharine Tapp, who was widowed prior to the war, continued to rent the farm from the Lacys until her death in 1879. After this time, Phenie Tapp, Catharine's granddaughter, and Phenie's daughter Madosha (born 1881) and aunt Margaret lived at the farm. Phenie's sister, Sarah Elizabeth Tapp, married Lawrence T. Bollings in 1868 and had four children who grew up in a house built west of the Tapp Farm along the south side of Orange Plank Road.<sup>70</sup>

In 1891, J. Horace Lacy was making plans to set aside one acre at the southeast corner of the Tapp Farm as a memorial to the Texas Brigade gravesites that were marked by a newly-installed monument stone. This subdivision, along with the Lacy's advancing years, may have encouraged Phenie Tapp to seek acquisition of the rest of her family's farm. On October 1, 1899, J. Horace and Betty Lacy signed a deed conveying a triangular parcel containing 15.5 acres to "Miss Phenie F. Tapp" for the sum of \$62.00. The parcel was described as beginning at a pine that marked the "corner to the Monument lot"—a reference to the property with the Texas Brigade stone that the Lacys had deeded to the Association for the Preservation of Virginia Antiquities by January 1892 (see fig. 1.81).<sup>71</sup>

Phenie Tapp led an unusual family life. She had several lovers and was married to John Coffey Stanford for a brief period in 1896, although he was legally married to another woman. A year after her marriage, a child, Mary Catherine, joined the Tapp household and was identified as Phenie's adopted daughter in the 1900 census, although she was probably the child of her daughter Madosha. Around this time, Phenie began a relationship with Andrew Jackson Banks, a Black man listed as her hired hand. They remained together for the next forty years. In 1910, Madosha married John H. Williams, and in 1917 Mary Catherine married. Both couples lived for a time at the farm. Madosha and John acquired a nearby 35-acre tract, probably the property of Phenie's sister Sarah Bollings. In 1918, Phenie sold the 15.5-acre farm for \$400 to Madosha, purportedly to avoid foreclosure by Phenie's creditors.<sup>72</sup>

Figure 1.98. The third Tapp house dating to ca.1910, looking north from Orange Plank Road with Phenie Tapp on the front walk, ca. 1935. (Tapp Farm site files, Fredericksburg and Spotsylvania National Military Park)



During the post-battle decades, the Tapp Farm landscape underwent a number of changes in addition to the subdivision of the Monument Lot. The antebellum clearing grew smaller and the strip of woods along the Orange Plank Road was cleared, except for specimen trees left in the Monument Lot around the Texas Brigade gravesites. The antebellum log home may have remained standing during the first decade of the 1900s, when Morris Schaff described it in his book, *The Battle of the Wilderness* (1910):

It is the Widow Tapp's place; her small house, with companion corn-crib and log stable, stand several hundred yards from the road and partly masked by meagre plum and cherry trees. In this old dun clearing Lee made his headquarters during a part of the struggle, and by the roadside just at the border of the woods is the stone with, "Lee to the rear, say the Texans," inscribed upon it.<sup>73</sup>

Schaff may have been describing a post-battle house that the Tapps built to the south of the antebellum log house (see fig. 1.81). A third house, a two-story building with a low gable roof was added immediately north of the Orange Plank Road, perhaps around the time of Madosha's marriage to John H. Williams in 1910 (fig.1.98, see also fig. 1.82).<sup>74</sup>

#### *Chewning Farm, "Mount View"*

Permelia Chewning, who was widowed during the Civil War, remained the owner of the Chewning Farm until her death in 1877. She was laid to rest alongside her husband, William Chewning, in the family burial ground south of the Chewning house. Their graves were marked by field stones. The farm passed to Absalom Chewning, the blacksmith son who worked at the Catharine Furnace during the war. Absalom married Madora Ann Spicer in 1869 and the couple raised ten children at Mount View. Madora died in 1913, and Absalom died ten years

Figure 1.99. The Chewning house, as enlarged in 1891, probably looking east, ca. 1900. The two large side chimney at right date to the antebellum building; compare with fig. 1.29. (Fredericksburg and Spotsylvania National Military Park, Contemporary Photographs, box 2)



later. Upon his death, the property was acquired by the youngest son, Irvin Malcolm “Mack” Chewning, who initially left the place vacant. He lived with his wife Myrtle and daughter Agnes Madora at the Rosser Webb farm west of the Chewning Farm. Upon loss of their house to fire in 1925, the family moved to Mount View.<sup>75</sup>

Absalom and Madora Chewning made numerous improvements to the Chewning Farm during their ownership in the late nineteenth century. They acquired an additional 122 acres to the west, and in 1891, completed a substantial enlargement of the antebellum house. The remodeling raised the roof to create a full two stories, extended the west side, and added a new porch and one-story kitchen wing (fig. 1.99). The large stone and brick chimney stacks and some six-over-nine sash windows from the old house were retained. The front yard of the house was shaded by locust, cedar, and catalpa trees, and was enclosed by a whitewashed rail fence. Cannon balls retrieved from the battlefield were used as finials on the gate posts. Outbuildings clustered to either side of the house included a corn-crib, the antebellum log kitchen and blacksmith shop, and old slave cabin that was turned into a hen house. The farm also had an apple orchard along with Seckel pear and cherry trees. Some of these features were lost with the decline of the farm during Absalom’s later years.<sup>76</sup>

#### *Hall Farm—Former Jones Field*

North of the Chewning Farm and within the same clearing was the post-battle farm of John Hall, the northern part of which was the antebellum Jones Field within Ellwood Plantation. Hall may have acquired this 130-acre property around 1880, after the grandchildren of William Jones inherited and then sold off portions of the plantation. By 1930, Hall also acquired a tract of approximately 210 acres

Figure 1.100. The Hall house built in ca. 1890 within the antebellum Jones Field at Ellwood Plantation, from a later photograph, ca. 1977. (Fredericksburg and Spotsylvania National Military Park, compliance files)



to the south of the Jones Field, including part of the post-battle Chewning Farm clearing.<sup>77</sup>

The Jones field tract bordered the Dempsey (Higgerson) Farm to the west and Ellwood property to the north and east. One small corner connected with the Chewning Farm, and it was there that Hall built an access road that extended off the old Parker's Store Road. There were most likely no buildings on the property when Hall acquired it. He may have moved an old log house from the nearby Webb Farm onto the property, onto a ridge due north of the Chewning house overlooking the South Branch - Wilderness Run, where the Confederates had built breastworks during the battle (see fig. 1.83). Around 1890, Hall built a new two-story house south of the earlier house, which became a tenant house. The new house was similar in size and style to the remodeled Chewning House completed 1891 (fig. 1.100).<sup>78</sup>

#### *Brock Road Farms*

After the Civil War, Brock Road remained a largely forested corridor, with most of the land under the ownership of the Wellford family until around the turn of the century. The biggest change came to the Cook Farm, which developed into an enclave of small farms known as Cooktown, anchored at its east end by Zion Hill Church built in ca. 1910. The antebellum Cook Farm clearing remained, but the antebellum log house was taken down. To the south along the road to the Stephens Farm (Jackson Trail West), the old Hawkins Farm clearing disappeared along with the cleared corridor along the Union earthworks. The Stephens Farm was enlarged and became known as Rosemont.<sup>79</sup>

**LANDSCAPE OVERVIEW, 1927 (DRAWING 1.3) <sup>80</sup>**

Between 1865 and 1927, the landscape of the future Wilderness battlefield park and its surroundings had been repaired from war-time damage and remained a predominantly agricultural and wooded area. Changes in the landscape since the end of the Civil War resulted from continued logging, reconfiguration of farm clearings, construction of new farmsteads, and improvement of roads. Overall, the landscape was characterized in 1927 by smaller and more numerous farms, but a persistent modest and remote rural character.

In 1927, the Chewning and Tapp families were the only property owners or occupants on the Wilderness battlefield who remained from the antebellum period, along with the Allen family who still owned the land on and around Saunders Field. Newcomers included Hugh Evander Willis who acquired Ellwood and Charles Kuper who owned Woodville; Mason. H. Willis who acquired the Wellford's Catharine Furnace Company property; the Jennings, Tanners, and Halls who established new farms from parts of Ellwood and Woodville; the Payne-Link family that acquired the Wilderness Tract from the Simms family, and the Dempseys who acquired the Higgerson Farm.

The abolition of slavery resulted in landscape changes across several characteristics during this period. Outbuildings that had served as quarters for enslaved people during the antebellum period were demolished at Ellwood. Before their removal, the quarters featured prominently in the view toward Ellwood from the Orange Turnpike and their demolition amounted to a notable change in the character of the Wilderness landscape. Other landscape changes related to the absence of enslaved labor included the development of smaller farms within clearings that historically fell within large plantations.<sup>81</sup>

**Natural Systems and Features**

In 1927, forest remained the dominant natural characteristic of the Wilderness battlefield landscape, along with a vast network of streams and varied landforms. Woods had grown back over the scars created by the Union and Confederate earthworks, but areas were still being cleared to harvest timber, which perpetuated dense, second-growth character in certain areas (extent not known). Some of the trees still reflected damage from the battle during this period, as reported in an 1882 newspaper: "At points in the Wilderness where very heavy firing was done, many of the trees, which were small at the time of the war, have grown crooked from the effects of being struck by balls and shells."<sup>82</sup>

Morris Schaff, a Civil War veteran who visited the Wilderness battlefield after the turn of the century, published a descriptive account of the battlefield's natural character that had changed little since the time of the battle:

The spring-head of the most easterly branch of Wilderness Run crosses the Brock [Road] a third or a half mile north of the junction [with Orange Plank Road]. Over dead leaves and dead limbs and around low tussocks, crowned when I saw them last with blooming cowslips, the darkish water comes stealing out of the gloomy woods on the east side of the road, glints at the sun, and then disappears in those to the west. This branch soon spreads into a zigzagging morass falling in with others like it which head near the Plank Road and creep northward, separated by low, tortuous, broken ridges, the dying-away of the heaving plateau that sweeps around from Chewning's. The waters of all of them unite at last in Wilderness Run. In these shallow depressions bamboo-like vines abound, tangling all the bushes, but here and there is an azalea amongst them, and, when the battle was going on, dogwoods were in bloom along their banks and on the ridges between them. These alternating ridges and swampy interlaced thickets twill the country, that lies inclined like a canted trough in the angle between the Brock Road and the Plank.<sup>83</sup>

### **Spatial Organization**

The overall spatial character of the Wilderness battlefield landscape formed by road corridors, forest, and fields changed in many small ways by 1927, but the overall patterns that had persisted through the antebellum and Civil War periods remained. The major clearings remained at Ellwood and Woodville, the Tapp Farm, Chewning Farm, and the Higgerson Farm. The only major open space of the battlefield that was lost was Saunders Field. The only significant expansion was the Jones Field that was doubled in size as the post-battle Hall Farm. The Cook Farm clearing along Brock Road was also substantially enlarged with the addition of small farms that were known as Cooktown. Forest that was cleared by the armies during the battle, such as along the breastworks, at Tapp Farm, and a corridor that extended northeast of the Chewning Farm, grew back in woods.

### **Land Use**

Land use in the Wilderness battlefield remained primarily agricultural during the post-war period. Many farms continued to maintain orchards and grow grains and vegetables. The Catharine Furnace lands and other tracts were still being logged. Battlefield tourism was a seldom use, although places such as the Chewning house and Parker's Store did accommodate visitors. Commemorative uses evident by markers and monuments was limited to Orange Plank Road, where there were three stone markers, and the Hays Memorial along Brock Road. The Stonewall Jackson arm monument in the Ellwood burial ground was inaccessible from public roads. A three-quarter acre site around the Lee-to-the-Rear site (Texas Brigade gravesites) was the first and only part of the battlefield set aside as a commemorative park during this period, except for the ground immediately surrounding the Hays Memorial.

### **Circulation**

Aside from completion of the Fredericksburg & Gordonsville Railroad in 1876, circulation in the Wilderness remained little changed during the post-war period until the advent of automobiles and a state highway program after World War I. In 1927, the main thoroughfare was state Route 37 (Route 3) built on portions of the Orange Turnpike and Germanna Plank Road. The improved route unified the roads into a continuous east-west highway that bypassed the antebellum intersection south of the Wilderness Tavern. The old Germanna Plank Road east of Ellwood, which had fallen out of use after the Civil War, was abandoned by 1927. The Orange Plank Road, Orange Turnpike west of Wilderness Run, and Brock Road remained unimproved dirt roads in 1927. Local farm and woods roads built for foot, horse, and wagon also changed with shifts in property ownership and some followed earthworks and roads built during the battle, such as the entrance road to the Higgerson Farm. By the 1920s, some of these secondary roads were probably near abandoned since they could not accommodate automobiles. Parker's Store Road, which had played an important role in the battle, disappeared except for a section from the Chewning Farm south.

### **Topography**

The extensive built landforms created during the battle and its aftermath remained as subtle traces by 1927. Some of the breastworks were removed as farmers returned their fields to cultivation, such as within the Higgerson and Chewning farms. Most of the works within wooded areas had deteriorated into subtle mounds and depressions covered by vegetation. The supporting log structures that remained after the fighting had been lost to decomposition or were scavenged by local residents. Empty grave pits remained from the two temporary national cemetery military cemeteries and burials scattered throughout the battlefield after the bodies were reinterred to national and Confederate cemeteries beginning in 1866. The state's construction of a bypass that linked the Orange Turnpike and Germanna Plank Road required cuts into the hillside near the site of Wilderness Tavern, and fill across the lowlands around Wilderness Creek.<sup>84</sup>

### **Vegetation**

Outside of Ellwood, there is little documentation on managed vegetation in the post-war Wilderness, which was mostly farm crops, specimen trees around farmhouses, orchards, and gardens. Rows of mature trees lined the old Orange Turnpike and Germanna Plank Road near the site of Wilderness Tavern. At the Tapp Farm, the triangular Monument Lot that contained the Lee to the Rear marker and Texas Brigade stone was shaded by mature oak, hickory, pine, and cedar that were left from a margin of woods that extended along the Orange Plank Road at the time of the battle. The Chewning farm had cherry trees, an apple

orchard, and Seckel pear trees, and the house yard was shaded by black locust, cedar, and a big catalpa in front of the house by the front gate. The house yard also had a hedge, yellow lilies, and rose bushes.<sup>85</sup>

### **Buildings and Structures**

By the end of the post-war period, antebellum houses that remained in the Wilderness battlefield outside of the core of Ellwood including the Chewning house, which had been substantially enlarged in 1891, the Higgeson house, and the two-story Johnson house across from the site of Wilderness Tavern (tavern dependency). There is no accurate record of surviving antebellum barns and other outbuildings. The antebellum Tapp house, Widow Jones house and shops at Ellwood, and Gray house and tannery on the Woodville Mine Tract had all been lost. New farmsteads were built at the Tapp Farm, Payne-Link Farm on the antebellum Wilderness Tract, at the Jennings Farm at Ellwood and Woodville, the Tanner Farm at the eastern part of the Ellwood clearing, and the Hall Farm at the southern end of Ellwood. The antebellum bridges that carried Orange Turnpike and Germanna Plank Road across Wilderness Run at Ellwood were replaced by a single concrete bridge to the north that carried the new Route 3 bypass.

### **Views and Vistas**

The primary views and vistas in the Wilderness battlefield in 1927 were along road corridors and across large farm clearings. Views that had been opened during the battle along lines of breastworks had been lost to natural succession. Views across Saunders Field that were important in the battle were lost due to growth of woods. Most areas still offered very limited views due to dense woods.

### **Small Scale Features**

As farmers returned their fields to production after the Civil War, they rebuilt fences that had been destroyed during the war. These were stacked rail fences, an economical and easily built type of fence. Whitewashed picket, lattice, and plank fences enclosed domestic yards, such as around the Chewning house. After the turn of the century, many farmers turned to economical barbed-wire fences to enclose their livestock pastures. This time also saw the introduction of wood telephone poles, such as those Dr. William Gordon had installed around the turn of the century between Fredericksburg and his home at Greenwood north of Ellwood. This line led to the creation of the Fredericksburg & Wilderness Telephone Company in 1908. By the late 1920s, widespread electrical service had not yet been introduced to the Wilderness, and most roads remained without utility poles.<sup>86</sup>

A new type of small-scale feature introduced to the Wilderness battlefield landscape during the post-war period was the commemorative monument. All five related to the battle were installed on the Orange Plank Road-Brock Road front. These included a natural fieldstone or boulder, the Texas Brigade gravesite stone dedicated in 1891, a small granite marker that identified the Lee to the Rear site installed under the direction of James Power Smith in 1903 as part of a system of ten such markers in the area's four battlefields, the modest gray granite marker near the site of Colonel James D. Nance's death, and the more elaborate gun-tube monument dedicated to the memory of General Alexander Hays in 1905. The Hays Memorial was the only monument to the Union side at the Wilderness, and was similar in size and sophistication to the many Union regimental monuments installed at national military parks such as Gettysburg. A fifth commemorative work installed during this period was unrelated to the Battle of the Wilderness, but was part of the ten granite markers installed in 1903: the marker at the 1863 burial site of Stonewall Jackson's arm, in the Ellwood burial ground.

#### **Archeological Sites**

Archeological sites related to the battle, notably remains of earthworks and empty grave sites, were still found throughout the Wilderness battlefield landscape by the end of this period, mostly in wooded areas where farmers' plows had not leveled them. Farmers continued to plow up projectiles and other detritus of war throughout this period, but the vast majority of human burials and surface remains had been recovered by 1868 and reinterred in Fredericksburg National Cemetery, Fredericksburg's Confederate Cemetery, and in private cemeteries. The ruins of the Wilderness Tavern, one of the most prominent landmarks of the battlefield, were gone by the late 1920s, with only a shallow depression left at most. Traces of the old Germanna Plank Road and Orange Turnpike to the south remained after the antebellum intersection was bypassed by Route 3 in 1921.

---

#### **ENDNOTES, 1865-1927**

1 Gordon Rhea, *The Battle of the Wilderness May 5-6, 1864* (Baton Rouge: Louisiana State University Press, 1994), 441.

2 *Alexandria Gazette*, June 17, 1867, clipping courtesy of Noel Harrison.

3 Catherine Zipf, "Marking Union Victory in the South, The Construction of the National Cemetery System," in Cynthia Mills and Pamela H. Simpson, editors, *Monuments to the Lost Cause: Women, Art, and the Landscapes of Southern Memory* (Knoxville: The University of Tennessee Press, 2003), 29.

4 Donald Pfanz, "The Bone Collectors: Creation of Wilderness Cemetery #1," September 7, 2010, <http://npsfrsp.wordpress.com/2010/09/07/the-bone-collectors-creation-of-wilderness-cemetery-1/> (accessed January 15, 2019); National Park Service, "Fredericksburg & Spotsylvania Confederate Cemeteries," Fredericksburg & Spotsylvania National Military Park website, <https://www.nps.gov/frsp/learn/historyculture/rebcm.htm> (accessed January 15, 2019).

5 Donald Pfanz, "Where Valor Proudly Sleeps: A History of Fredericksburg National Cemetery 1866-1933" (Digital draft,

- 2007), 30-33, Fredericksburg and Spotsylvania National Military Park archives, Chatham [hereafter, FRSP]; John Hennessy, “Wilderness Military Cemetery #2,” “Mysteries and Conundrums” blog, May 27, 2010, <http://npsfrsp.wordpress.com/2010/05/27/wilderness-military-cemetery-2/> (accessed January 15, 2019); “The Wilderness Battle Fields,” *The Daily Milwaukee News*, June 11, 1865, 1.
- 6 Pfanzen, “Where Valor Proudly Sleeps,” 34-36. Ten skulls per coffin suggests 350 interments in the cemetery, but Colonel Bird reported just 180 interments.
- 7 Pfanzen, “Where Valor Proudly Sleeps,” 37-38.
- 8 Pfanzen, “Where Valor Proudly Sleeps,” 43.
- 9 John Townsend Trowbridge, “The Wilderness,” *The Atlantic Monthly*, vol. 17, no. 99 (January 1866), 44-45.
- 10 National Park Service, “Fredericksburg & Spotsylvania Confederate Cemeteries,” Fredericksburg & Spotsylvania National Military Park website, <https://www.nps.gov/frsp/learn/historyculture/rebcm.htm> (accessed January 15, 2019); Therese Sammartino, National Register of Historic Places Multiple Property Documentation Form, Civil War Era National Cemeteries” (Unpublished document, US Department of Veterans Affairs, 1994), Section E, pages 2-4; Carolyn Jones Elstner and Katherine Porter Clark, *Dear Old Ellwood: A Home in the Wilderness* (Washington, Virginia: Rappahannock Historical Society, 2016), 130, 281, 291-292.
- 11 “Old Shell Wrecks Mill, Gruesome Relics of Wilderness Battlefield Also Found,” Baltimore *Sun*, March 28, 1909, 11.
- 12 Donald Pfanzen, “History Through Eyes of Stone: A Survey of Civil War Monuments Near Fredericksburg, Virginia” (Unpublished report, February 1983, revised September 2006), 5, FRSP.
- 13 Pfanzen, “History Through Eyes of Stone,” 5.
- 14 Joan M. Zenzen, “At the Crossroads of Preservation and Development: A History of Fredericksburg and Spotsylvania National Military Park” (Unpublished report prepared for the National Park Service, August 2011), 15, 17.
- 15 Quoted from the Washington *National Republican*, August 6, 1868, in John Hennessy, “Battlefields as fundraising tools—1868,” *Mysteries and Conundrums* blog, <http://npsfrsp.wordpress.com/2010/10/23/battlefields-as-fundraising-tools-1868-and-the-fate-of-walls-on-the-sunken-road/> (accessed November 17, 2014).
- 16 George Alfred Townsend, “Graveyard of Great Armies,” *The Boston Sunday Globe*, July 9, 1899, 26.
- 17 “The Wilderness Battlefield, How It Looks To-Day,” *The Weekly Democrat* (Natchez, Mississippi), May 10, 1882, 2.
- 18 Robert M. Hartley, “Relics from the Wilderness,” *The National Tribune*, October 25, 1888, 3.
- 19 Elstner and Clark, 136; Lieutenant General Jubal Anderson Early, C.S.A., with notes by R. H. Early, *Autobiographical Sketch and Narrative of the War Between the States* (Philadelphia and London: J. B. Lippincott Co., 1912), opposite 348. The book, published after Early’s death, incorrectly identified the photograph as “Lee’s Headquarters –The Wilderness.”
- 20 Townsend, “Graveyard of Great Armies.”
- 21 US Marine Corps Archives, “Battle of the Wilderness Maneuvers,” photographs/album description, <https://www.flickr.com/photos/usmcarchives/albums/72157667186968588> (accessed January 22, 2019).
- 22 “President Watches Battle of Marines,” *New York Times*, 2 October 1921, 1.
- 23 Letter to the editor of the *Banner*, “After Thirty Years,” published in Jed Hotchkiss papers, MSS 17, 917 Library of Congress, copy in Tapp Farm site files, FRSP. The *Banner* letter states stone was “torpedo shaped” and “some five feet long,” suggesting it may have fallen over.
- 24 Lacy, [under pen name of HOPE], “The Old Texas Brigade,” September 10, 1891, published in *Richmond Times*, September 22, 1891, and reprinted in R. A. Brock, editor, *Southern Historical Society Papers*, vol. 19 (Richmond: Published by the Society, 1891), 124.
- 25 Pfanzen, “History Through Eyes of Stone,” 122.
- 26 “Lee to the Rear, A Historical Spot Donated,” Fredericksburg *Free Lance*, January 15, 1892, clipping in Historian’s Files, FRSP.
- 27 *Southern Historical Society Papers*, vol. 36, pp. 204-205, quoted in Memorandum, Chief Historian to Superintendent, “Lost ‘Lee to the Rear’ Monument, January 6, 1966, Historian’s Files, folder “Info-on Old Tap House,” FRSP. In 1966, the

stone was apparently concealed by vegetation or earth and had fallen over. This is most likely the same stone that exists today, not in its upright position.

28 Pfanz, “History Through Eyes of Stone,” 13, 16-17, 193-194.

29 Tract 04-105, Fredericksburg and Spotsylvania National Military Park land status map, Segment 04, June 1980; Gilbert Adams Hays, *Under the Red Patch: Story of the Sixty Third Regiment, Pennsylvania Volunteers 1861–1864* (Pittsburgh: Sixty-Third Pennsylvania Regimental Association, 1908), 464; “Plot of Ellwood,” Wilderness map files, FRSP. Another memorial to Hays was erected in 1866 in the Allegheny Cemetery in Pittsburgh.

30 Pfanz, “History Through Eyes of Stone,” 179-180.

31 Marine Corps Association & Foundation, “Marines at the Battle of the Wilderness—1921,” <https://www.mca-marines.org/leatherneck/2014/09/marines-battle-wilderness-1921> (accessed January 22, 2019). The brass plaque was removed at an undetermined date.

32 Lacy, “The Old Texas Brigade,” 124.

33 Lacy, “The Old Texas Brigade,” 124.

34 “Lee to the Rear, A Historical Spot Donated,” Fredericksburg *Free Lance*, January 15, 1892.

35 Deed, J. Horace Lacy et als. to Phenie Tapp, October 1, 1899, Spotsylvania County land records, copy in Tapp Farm site file, FRSP. The plat of Ellwood (1907) does not show the one-acre parcel, which may have been an oversight. *The History of Fredericksburg, Virginia* (Richmond: Hermitage Press, 1908), chapter 22, “Association [sic] for the Preservation of Virginia Antiquities” does not mention of Lee to the Rear site. The triangular parcel is presently identified by the park as tract 04-173 (0.76-acre), of unknown ownership.

36 Zenzen, 25-27.

37 Ronald F. Lee, “The Origin and Evolution of the National Military Park Idea” (Unpublished National Park Service report, 1973), 13, 16; Happel, 31.

38 Acts of the General Assembly of Virginia, Session of 1897–98, cited in Happel, 33.

39 Battlefield Park Commission, “Wilderness, Containing 3,879 acres. . .” [proposed park boundary map], 1899, Wilderness maps, FRSP; Happel, 31; “National Battlefields,” *The Baltimore Sun*, June 23, 1899, 6. The changes recommended by the War Department were not specified in the *Sun* report.

40 Zenzen, 31-32, 34.

41 “The Travels of Ego and Alter,” *Richmond Dispatch*, July 16, 1879, 1.

42 Frank S. Walker, *Remembering: A History of Orange County, Virginia* (Orange: Orange County Historical Society, 2004), 187; US Census, Virginia Population of Counties by Decennial Census, 1900 to 1990, <http://www.census.gov/population/cencounts/va190090.txt> (accessed January 22, 2019); Candice Roland, “Agricultural Context for the Rappahannock River Valley, 1860-1900 (unpublished online paper), 3-4, 8 <http://www.candiceroland.org/wp-content/uploads/2013/10/agricultural-context-corrected.pdf3> (accessed November 4, 2014); Palmer Sweet, *Gold in Virginia, Virginia Division of Mineral Resources Publication 19* (Charlottesville, 1980), 48.

43 Royal Land Company records, 1877 and Virginia Railroad Commissioner, 1902, cited in Wikipedia, s.V. “Potomac, Fredericksburg and Piedmont Railroad,” [http://en.wikipedia.org/wiki/Potomac, Fredericksburg and Piedmont Railroad](http://en.wikipedia.org/wiki/Potomac,_Fredericksburg_and_Piedmont_Railroad) (accessed January 22, 2019); Mike Palmer, “Orange to Fredericksburg,” *Abandonedrails.com*, [http://www.abandonedrails.com/orange\\_to\\_fredericksburg](http://www.abandonedrails.com/orange_to_fredericksburg) (accessed January 22, 2019).

44 Townsend, “Graveyard of Great Armies.”

45 Peter G. Rainey, *Finding Culpeper Mine Road* (Locust Grove, Virginia: Self-published, 2012), 51.

46 Walker, 24; Wikipedia, s.V. “Virginia State Route 3,” [https://en.wikipedia.org/wiki/Virginia\\_State\\_Route\\_3](https://en.wikipedia.org/wiki/Virginia_State_Route_3) (accessed January 22, 2019).

47 Memoirs of Graham Gordon Lacy in K. Porter Clark, editor, “Memories of a Long Life,” *Fredericksburg History and Biography*, Central Virginia Battlefields Trust journal, volume III, 2004, 25-26.

48 “Plot of Ellwood,” December 17, 1907, part of deed, J. Horace Lacy [Jr.] to Hugh E. Willis, December 19, 1907, Spotsylvania County Land Records, liber AU, 262-266; Deed, J. H. Lacy et als. to Phenie Tapp, October 1, 1899, transcript in

Historian's Files, Tapp Farm, FRSP; Elstner and Clark, 138-139, 142

49 Elstner and Clark, 173.

50 Dr. Gordon Jones, "Ellwood: The Years of the Willis-Jones 'Dynasty'" (Unpublished paper, c.1986), 1-6; Elstner and Clark, 147.

51 Auwaerter, John, Paul M. Harris, Jr., and George W. Curry, "Cultural Landscape Report for Ellwood, Fredericksburg and Spotsylvania National Military Park," (Boston: NPS Olmsted Center for Landscape Preservation, 2010), 54..

52 Elstner and Clark, 140; Battlefield Park Commission, "Wilderness Containing Acres - 3879," ca. 1899, Wilderness maps, uncataloged photocopy, FRSP; Battle Fields Memorial Commission, "The Wilderness Park VA. Recommended Park Taking Lines," June 23, 1930, Wilderness maps, 8219-p, FRSP. The name "Johnston" is taken from the ca. 1899 Battlefield Park Commission map "Wilderness Containing Acres - 3879", which is included in this report as fig. 1.81. However, the resolution of the image makes it difficult to conclusively determine the name's spelling.

53 "Wartime Ownership and Title Chain for 04-133 (The Charles A. Link Revocable Trust) and 04-134/200/220 (Donald and Bruce Lyons), Ellwood site files, FRSP; Battlefield Park Commission map, ca. 1899; Battle Fields Memorial Commission map, 1930.

54 Link and Lyons Title Chain.; Pat Sullivan, *No Matter What Befalls Me* (Orange, Virginia: Orange County Historical Society, 2015), 195. Sullivan cites a 1896 newspaper report involving Isaac Jones, whose family lived "near Wilderness Store."

55 Townsend, "Graveyard of Great Armies."

56 Ralph Happel, "Report on the location of the Old Wilderness Tavern..." (Unpublished National Park Service report, revised June 15, 1936), 6, Ellwood site files, FRSP.

57 Link and Lyons Title Chain; Memorandum, Krick & McCarthy to Regional Director, Subject: Wilderness Tavern, April 10, 1978, Historian's Files, Wilderness Tavern file, FRSP; Photograph of Marines encampment showing graded banks along the north side of Route 3 across from Wilderness Store, 1921.

58 Clipping dated 1894, in Saunders Field site file, FRSP.

59 Battle Fields Memorial Commission map, 1930; Map showing curved roadbed around a washed-out area, Henry Howard, *Recollections of a Confederate Soldier*, (1914), 276-277, photocopy in Saunders Field site file, FRSP.

60 Battlefield Park Commission, "Wilderness Containing Acres - 3879," ca. 1899; Battle Fields Memorial Commission map, 1930; R. K. Krick, "Hageron Farm, WBF," unpublished report on telephone call with Buck and Madora Stevens, April 4, 1977, Higgerson site file, FRSP; Stevens, 31. William Porter left Permelia and married her 16-year-old daughter, Jacqueline.

61 US Geological Survey, "Fredericksburg-Spotsylvania Battlefield National Monument, Virginia," topographic survey, 1934, Library of Congress DIG ID gmd/g3882f.cw0555800; 1937 aerial photograph.

62 USGS survey (showing Woodville place name in a clearing with several buildings), 1934; Peter G. Rainey, *Finding Culpeper Mine Road* (Locust Grove, Virginia: Self-published, 2012), 18, 41, 52; Peter G. Rainey, *Germanna Road: Three Hundred Year History of Lower Orange County, Virginia, with particular attention to the Alexandria Tract and Lake of the Woods* (Self-published, 2010), 75.

63 Michler map, 1867; Elstner and Clark, 140; Rainey, *Finding Culpeper Mine Road*, 51. Rainey provides the following illustration of the Kuper house at Woodville (source not noted):

64 Elstner and Clark, 140; Battlefield Park Commission, "Wilderness Containing Acres - 3879," ca. 1899, Wilderness maps, uncataloged photocopy, FRSP; Battle Fields Memorial Commission, "The Wilderness Park VA. Recommended Park Taking Lines," June 23, 1930, Wilderness maps, 8219-p, FRSP.

65 Battle Fields Memorial Commission map, 1930. No information was found on the identity of Laird and Cooke.

66 FRSP Wilderness Battlefield land status map, Segment 04, tract 04-121; USGS, topographic survey, Fredericksburg and Spotsylvania National Military Park, 1934; J. L. Buck, *The Development of Public Schools in Virginia* (1952), cited in Wikipedia, s. V. "Education in Virginia."

67 Madora Chewing Stephens, "The Chewing Children of Mount View Plantation" (Unpublished report, 1985, FRSP), 87; Pat Sullivan, Spotsylvania Memory blog, <http://spotsylvaniamemory.blogspot.com/search?q=Greenfield> (accessed Feb-



ruary 6, 2019).

68 Find a Grave, “Wilfred Smith Embrey,” <https://www.findagrave.com/memorial/11718010/wilfred-smith-embrey> (accessed February 6, 2019); “Plot of Ellwood,” December 17, 1907; “Lee to the Rear, A Historical Spot Donated,” *Fredericksburg Free Lance*, January 15, 1892; Battle Fields Memorial Commission map, 1930; Newport News *Daily Press*, November 27, 1929, 9, May 28, 1931, 3, and August 16, 1934, 10.

69 Deed, Lelia Spottswood Willis and Mason H. Willis to USA., September 22, 1931, NPS tract 04-112 (deed #78), FRSP Tractsnet land records; Rainey, *Finding Culpeper Mine Road*, 41; “Mr. Mason H. Willis Thrown from a Jumper—Rendered Unconscious,” *Fredericksburg Free Lance*, April 9, 1908, 3. “M. H. Willis” is labeled as owner of former furnace lands along Orange Plank Road and Brock Road east of Ellwood on Battle Fields Memorial Commission, “The Wilderness VA Battlefield Park,” June 30, 1929, Wilderness map collection, FRSP; USGS Chancellorsville Quadrangle map, 1934; E-mail, Eric Mink, FRSP Historian and Cultural Resource Specialist to John Auwaerter, February 8, 2019. “Hamilton’s Thicket” is labeled on the 1934 USGS map. The park staff do not know the origin of this name; it was not used during the Civil War.

70 Elstner and Clark, 251; Battlefield Park Commission, “Wilderness, Containing 3,879 acres...” [proposed park boundary map], 1899.

71 Deed, J. H. Lacy et als. to Phenie Tapp, October 1, 1899.

72 Sullivan, 197-198; Susan Favorite, “The Widow Tapp Property” (Unpublished academic paper, n.d.), 20-21, Tapp Farm site file, FRSP; Elstner and Clark, 250-251. The location of the 35-acre property was described as two miles east of Parker; it may have been the property that belonged to Phenie’s sister, Sarah Bolling.

73 Morris Schaff, *The Battle of the Wilderness* (Boston and New York: Houghton Mifflin, 1910), 171.

74 Battlefield Park Commission, “Wilderness Containing Acres - 3879,” ca. 1899, showing Tapp house set far back from the plank road (either log antebellum house or second post-battle house); Photograph of the Monument plot showing the presumed third Tapp house close to the plank road, ca. 1938, Historian’s Files, FRSP; USGS 1934 topographic survey (showing two houses); 1937 aerial photograph.

75 Stephens, “The Chewing Children of Mount View Plantation,” 60, 63,87, 94.

76 USGS, 1934; Stephens, “The Chewing Children of Mount View Plantation,” 65-67.

77 Battle Fields Memorial Commission map, 1930; Elstner and Clark, 120. Elizabeth Lacy inherited land at the western end of Ellwood that may have included the Jones Field. Horace Lacy employed Joseph Hall, a carpenter, as a caretaker of Ellwood during the Civil War. It is not known whether John Hall was related to Joseph Hall.

78 Photograph of old log house dated 1935, with label on back, “Webb House, Hall property,” Higgerson site file, FRSP; Battlefield Park Commission, “Wilderness Containing Acres - 3879,” ca. 1899, showing two clusters of buildings on the Hall farm; Kenneth W. Sullivan, “Appraisal Report, Property of Lester E. Carver and Nancy SmithCarver, NPS Tract 04-128,” February 5, 1977, Compliance Files, FRSP.

79 Spotsylvania Memory, “Atwell Young, the Black Confederate,” December 30, 2013, <http://spotsylvaniamemory.blogspot.com/2013/12/atwell-young-black-confederate.html> (accessed February 6, 2019). See Cultural Landscape Report for Chancellorsville for additional history on the Stephens and Trigg farms.

80 See Ellwood CLR for documentation on post-war landscape characteristics in the core of Ellwood.

81 Additional research is required to better document the effects of slavery’s abolition on the Wilderness landscape. This subject has been included in a list of topics for future research that is attached as an appendix to this report.

82 “The Wilderness Battlefield, How It Looks To-Day,” *The Weekly Democrat*, May 10, 1882, 2.

83 Schaff, 169-170.

84 Aerial photograph of Route 3 under construction, 1921, US Marine Corps History Division, Archives Branch, Smedley D. Butler Collection, COLL/3124, annotated by SUNY ESF.

85 Stephens, “Chewing Children of Mount View,” 67. No documentation has been found on the exact location of these trees and plantings.

86 Pat Sullivan, Spotsylvania Memory blog, “The Fredericksburg & Wilderness Telephone Company,” January 21, 2013, <http://spotsylvaniamemory.blogspot.com/2013/01/the-fredericksburg-wilderness-telephone.html> (accessed February 7, 2019); Lee Woolf, “Houseful of Memories,” *Fredericksburg Free Lance-Star*, August 2, 2003, 10-11.

# Cultural Landscape Report Wilderness Battlefield

Fredericksburg and Spotsylvania  
National Military Park  
Spotsylvania County, Virginia

## Post-War Period 1865-1927



**National Park Service**  
Olmsted Center for Landscape Preservation  
www.nps.gov/olcp

in partnership with  
Department of Landscape Architecture  
Center for Cultural Landscape Preservation  
SUNY College of Environmental  
Science and Forestry, www.esf.edu/la/ccclp

### MAJOR SOURCES

1. Spotsylvania and Orange Counties and NPS GIS data
2. Michler, "The Wilderness," 1867
3. Plot of Ellwood, 1907
4. Battlefields Memorial Commission Taking Lines, 1930
5. USGS topographic survey, FRSP, 1934
5. Aerial photographs, 1921, 1937

### DRAWN BY

John Auwaerter, Kyle Stillwell, SUNY ESF  
Adobe Illustrator CC, 2019

### LEGEND

- Building
- Bridge
- Main Road
- Minor Road or Path
- Fence
- Earthworks (Trench, Artillery Lunette):  
Confederate (red), US (blue), both (red/blue)
- Commemorative Work
- Approximate Gold Mine Site
- Woods
- Specimen Tree, Orchard
- Field or Open Ground
- Stream
- Feature Removed During Period (dashed line)
- Period Property Boundary
- Current Park Boundaries:  
Wilderness (orange), Chancellorsville (blue)

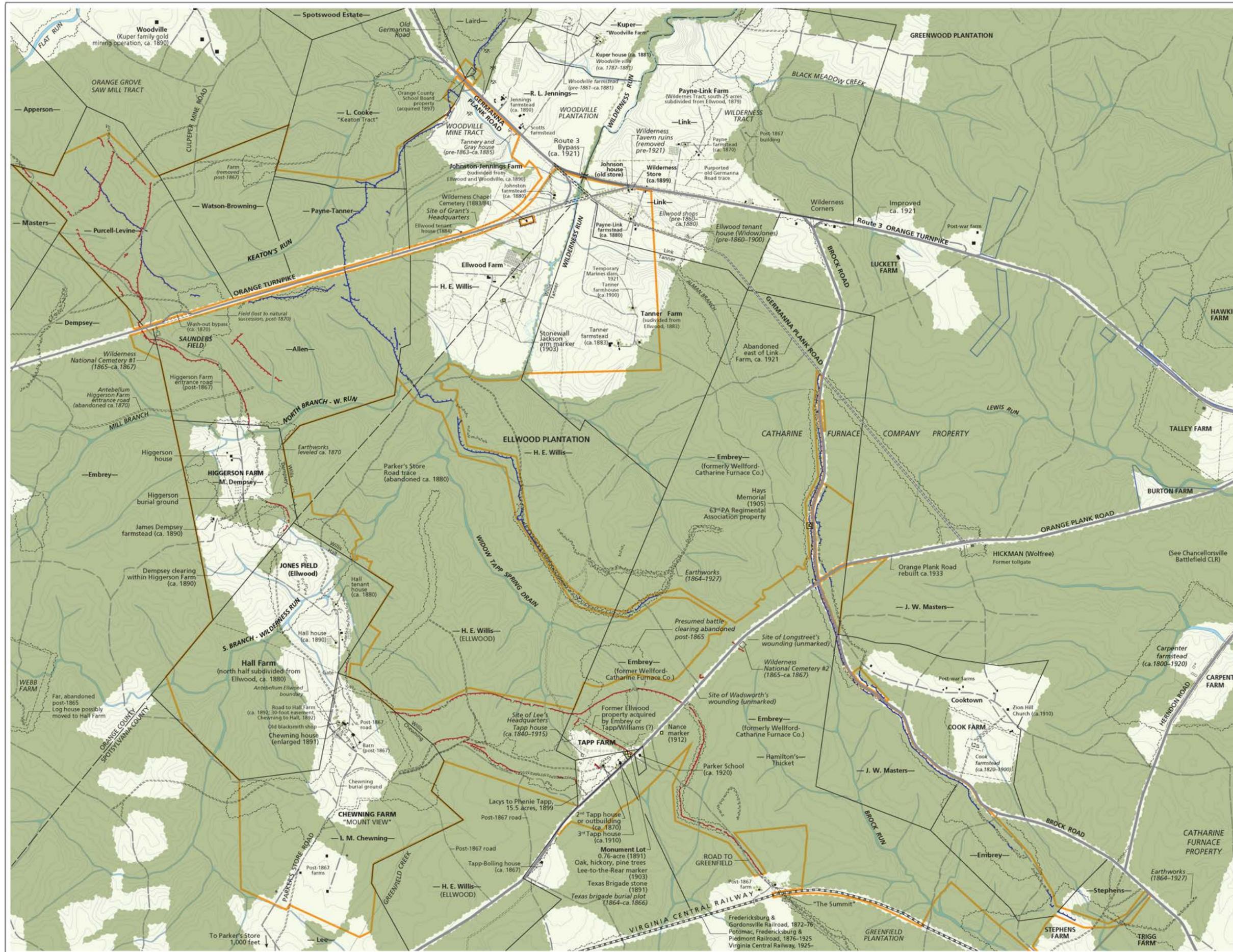
### NOTES

1. All features shown at approximate scale and location.
2. Drawing shows landscape as of 1927.
3. Battle-period features labeled in upper case.
4. Dates of construction/removal shown where known.
5. Period property boundaries reflect 1930 documentation.
6. Roads shown as removed may have existed as traces.
7. Contour interval: 10'.
8. See Chancellorsville Battlefield CLR for areas east of Brock Road.



0 0.25 0.5 Mile 0.75

Drawing 1.3





## EARLY PARK PERIOD, 1927–1945

After several decades of proposals and planning, legislation was enacted in 1927 to develop a national military park on the Fredericksburg-area battlefields. The legislation called for the War Department (today's Department of Defense) to acquire thousands of acres following historic roads and defensive lines across four park units established at the battlefields of Fredericksburg, Chancellorsville, the Wilderness, and Spotsylvania Court House. Actual development of the park was delegated to a local park commission, which managed the park until 1933 when it was transferred to administration of the National Park Service within the US Department of Interior. With ample labor supplied by the Civilian Conservation Corps, the park service completed War Department plans along with additional park development by the eve of World War II. Management of the landscape shifted as the National Park Service stressed interpretation and battlefield restoration over commemoration.

By 1940, the Wilderness battlefield park consisted of narrow strips of land that bordered private farmland and woods. The park followed Confederate and Union (Federal) earthworks, and included park drives, trails, and markers. The area around Saunders Field along Route 20 became the core of the national military park, instead of the Tapp Farm and Orange Plank Road corridor that received the most commemorative attention during the post-war period. Apart from park development, the Wilderness community remained little changed throughout this period, except for development of improved state roads. The extensive tracts of woods, modest farms, and unpaved roads still recalled the Wilderness that soldiers encountered in 1864 (fig. 1.101).

**Figure 1.101.** The Orange Plank Road (State Route 621) looking east with the Tapp Farm at left and woods of Ellwood and the Catharine Furnace Company property in the distance, ca. 1935. The building on the left side of the road is the third Tapp house, and on the right is Parker School. Neither building existed during the Battle of the Wilderness. The condition of the road reflects its improvement by the state in ca. 1933. (Fredericksburg and Spotsylvania National Military Park, Historian's Files, Tapp Farm)



### ESTABLISHMENT OF THE NATIONAL MILITARY PARK

By the mid-1920s, the Fredericksburg area battlefield park movement had gained new support and interest in Congress, spurred in part by publicity from the US Marines' training at the Wilderness in 1921, which may have raised public interest in the battle and the need to preserve the battlefields for military study. Three years later, bills were introduced into Congress calling for the inspection of the Fredericksburg area battlefields to determine the feasibility of "preserving and marking [them] for historical and professional military study."<sup>1</sup> That the Wilderness was an important part of the Lost Cause narrative, which celebrated Southern glory and its traditional white society, was of little consequence in the context of national attitudes toward the Civil War that focused on reconciliation and commemorating valor on both sides.<sup>2</sup> Despite this fact, the Lost Cause narrative did exert substantial influence on the development of the Wilderness park landscape.

The battlefield inspection legislation, which was signed into law in June 1924, created a three-person commission to undertake the study of the battlefields. In December 1925, this preliminary park commission produced a report calling for the federal government to establish a national military park based on the Antietam system, a limited and more economical model for battlefield park development named after the Maryland battlefield. This plan addressed opponents' concerns about costs amid an increasing number of national military parks proposals across the South, but retained the idea of four non-contiguous battlefield park units that had been part of proposals going back to the 1890s. The Antietam model limited acquisition of park land to narrow strips along defensive lines where park drives and markers would be placed, and relied on private owners for the preservation of the larger battlefield that could be viewed from the park drives (fig. 1.102). For the proposed Fredericksburg-area national military park, the preliminary commission reported:



Figure 1.102. A postcard of Bloody Lane at Antietam National Battlefield showing private farmland surrounding narrow government-owned strip (between fences) including the road, monuments, and markers. (Dexter Press postcard, ca. 1930)

That the battle fields be marked in accordance with the Antietam system by the placing of markers and tablets at the sites of the important points, events, and actions, by the construction of roads where necessary to make the important points reasonably accessible, and by acquiring the sites where trenches on the main battle line are sufficiently well preserved to warrant retaining in their present condition.<sup>3</sup>

The preliminary park commission's 1925 report estimated that the Antietam system proposal would require approximately 535 acres, as opposed to earlier park proposals that had called for government acquisition of 3,880 acres at Wilderness battlefield alone. The commission recommended that the government acquire just 150 acres at the Wilderness, which encompassed strips of no more than 200 feet wide along the Federal and Confederate earthworks between the Orange Turnpike and Orange Plank Road. The House Committee on Military Affairs heard testimony on the preliminary commission's report in February 1926, and concluded with unanimous support for the park proposal.<sup>4</sup>

On February 14, 1927, President Calvin Coolidge signed legislation into law that established the new park, named Fredericksburg and Spotsylvania County Battlefields Memorial National Military Park. The legislated purpose of the park was to “commemorate the Civil War battles of Fredericksburg, Spotsylvania Court House, the Wilderness and Chancellorsville,” and to “mark and preserve for historical purposes the breastworks, earthworks, gun emplacements, walls, or other defenses or shelters. . .” The law specified that park development follow the Antietam system, and that park land be acquired for “monuments, markers, tablets, roads, highways, paths, approaches. . .” The park as envisioned in the legislation would both preserve the battlefield and add an overlay of commemorative park features.<sup>5</sup>

The legislation gave overall administrative authority to the Secretary of War, and responsibility for park development to the Battlefields Memorial Park Commission, a three-person body comprised of a Confederate veteran, and Union veteran, and a regular army officer. The legislation called for the park's development based on the 1925 preliminary park proposal that called for limited property acquisition following the Antietam system, but did not delineate specific lands to be acquired, or limit the overall acreage. The Secretary of War was given authority to condemn lands for park development, and to acquire additional land as deemed necessary. The law also provided for an initial \$50,000 appropriation to begin surveys and land acquisition.<sup>6</sup>

Three months after passage of the park legislation, the Fredericksburg and Spotsylvania Chapter of the United Daughters of the Confederacy (UDC) dedicated highway markers on mortared stone bases at five battlefields in the Fredericksburg area, including the Wilderness. The UDC, founded in 1894, celebrated the Lost Cause tradition and focused its efforts on erecting Confederate memorials. The highway markers, which featured bronze plaques on

raised stone bases, were similar to those being installed around the same time by the Shenandoah and other Virginia UDC chapters. They were made possible by Hollis Rinehart of Charlottesville and were fabricated by Luckado & Wirth, also of Charlottesville. The Fredericksburg-area markers were unveiled at a ceremony held on May 3, 1927 at Spotsylvania Court House attended by a reported 1,500 to 2,000 people. The Wilderness marker was installed near Ewell's works on the south side of the Orange Turnpike, then being rebuilt by the state as Route 20—the first commemorative work on the battle's turnpike front. The site had not yet been acquired by the park, but was probably within the state highway right-of-way.<sup>7</sup>

#### WAR DEPARTMENT ADMINISTRATION

After Fredericksburg and Spotsylvania County Battlefields Memorial National Military Park received its first federal appropriation in January 1928, the park commission began its work of surveying and park planning. The commission engaged the Army War College in Carlisle, Pennsylvania to undertake a new survey of all breastworks and gun positions throughout the four battlefields to inform land acquisition, layout of park drives, and installation of markers.<sup>8</sup>

On October 19, 1928, President Calvin Coolidge presided over a ceremony dedicating the new park. Within four years, the four-unit battlefield park included more than 2,100 acres—ribbons of park land that extended out from and along public roads (fig. 1.103). Park development generally began with road building that was underway by 1930, first at Fredericksburg and Chancellorsville, followed

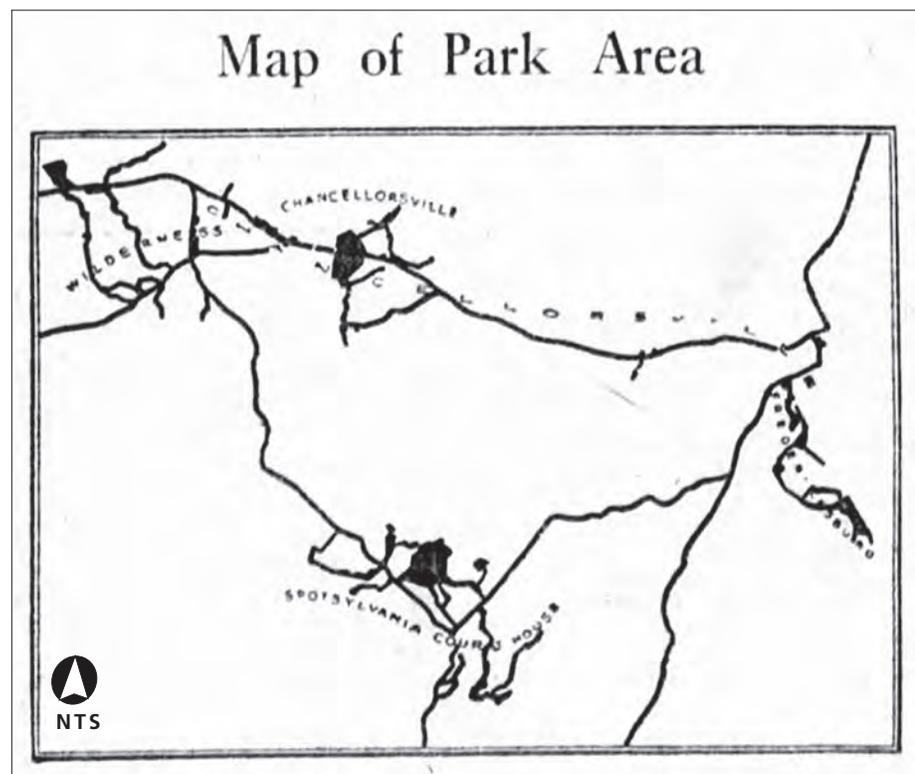


Figure 1.103. Map of Fredericksburg and Spotsylvania County Battlefields Memorial National Military Park from the *Newport News Daily Press* of December 13, 1931 showing strips of land and several larger blocks that had been acquired. In the caption, the paper reported that the park "will form the world's most important battlefield memorial for generations to come. It will also be a great outdoors school for the soldiers of the world to study the strategies and maneuvers of the great soldiers who commanded in these encounters. (*Newport News Daily Press*, December 13, 1931, 29)

by the Wilderness and Spotsylvania Court House. As the park began to come together by the early 1930s, the park commissioners touted the endeavor “as a project of immense proportions and one that eventually would transform a section of this country from mere wood and farm land into a beautiful memorial to American spirit and valor. . . .”<sup>9</sup> The *Daily Press* of Newport News shared similar enthusiasm for the Fredericksburg-area parks, as well as other national military parks being developed at Petersburg and Richmond, in its report on the progress of park development by the spring of 1932:

The battlefield parks of Virginia are becoming an important asset to the state and a matter of interest to increasing numbers of visitors. For the days are past when Gettysburg, with its monuments about as numerous as the participants in the battle, and Chickamauga, with its hundred miles of park roads, were the only developed military parks of the Civil War in the United States.<sup>10</sup>

The Battlefields Memorial Park Commission and the War Department were assisted in land acquisition and development by local residents who formed The Battlefield Park Association in 1928. A special committee of the association, The Battlefields Park Citizens Committee, was chaired by Honorable Jere M. H. Willis (1898–1984), a lawyer who was elected mayor of Fredericksburg soon after the park was established. He was no known relation to Mason H. Willis (1879–1963), the Fredericksburg hardware store owner who served as the city clerk of Fredericksburg by the latter 1930s. Mason Haynes Willis and his partners owned most of the old Catharine Furnace Company property east of Ellwood and south of the Orange Plank Road by 1930. Both of these Willises were of no known relation to Hugh Evander Willis (1876–1967) who had acquired the Ellwood Plantation in 1907.<sup>11</sup>

#### **Wilderness Battlefield Property Acquisition**

As the Army War College completed its surveys of the four battlefields, the park commissioners developed reports and maps that identified property recommended for government acquisition. At the Wilderness, the park commissioners submitted its first map on June 30, 1929 (fig. 1.104). Consistent with the recommendations of the 1925 report, the proposed park property did not extend north of the Orange Turnpike (Route 20) or south of the Orange Plank Road. A large part of the park cut across Hugh Willis’s Ellwood Plantation, and extended along the edges of the Higginson and Chewning Farms. Two strips cut across the Tapp Farm and incorporated the Monument Lot with the Texas Brigade stone and Lee to the Rear marker that Horace and Betty Lacy had reportedly donated to the Association for the Preservation of Virginia Antiquities in 1892.<sup>12</sup>

In November 1929, the Battle Fields Memorial Commission and Army War College began additional field work at the Wilderness to reassess the boundaries proposed the prior June. The new survey work revealed a substantial number of intact earthworks north of the Orange Turnpike, south of the Orange Plank

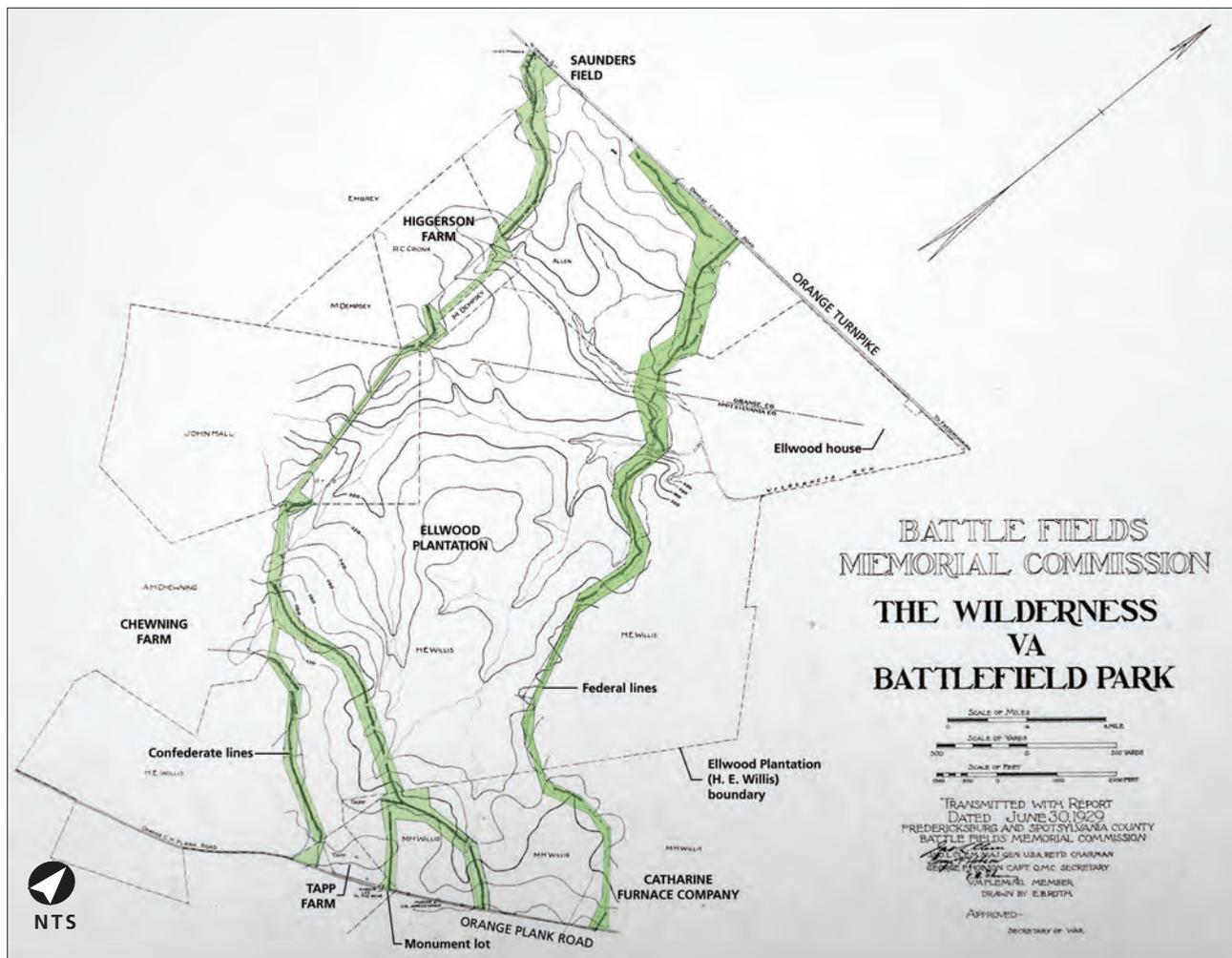


Figure 1.104. Park commission map of initial proposed battlefield park at Wilderness (shaded parcels), June 30, 1929. The map shows Antietam-system development consisting of narrow strips of park land along earthworks between the Orange Turnpike and Orange Plank Road. The names identify owners of properties where park land would be acquired. (Fredericksburg and Spotsylvania National Military Park, Wilderness map collection, 8220-a-m, annotated by SUNY ESF)

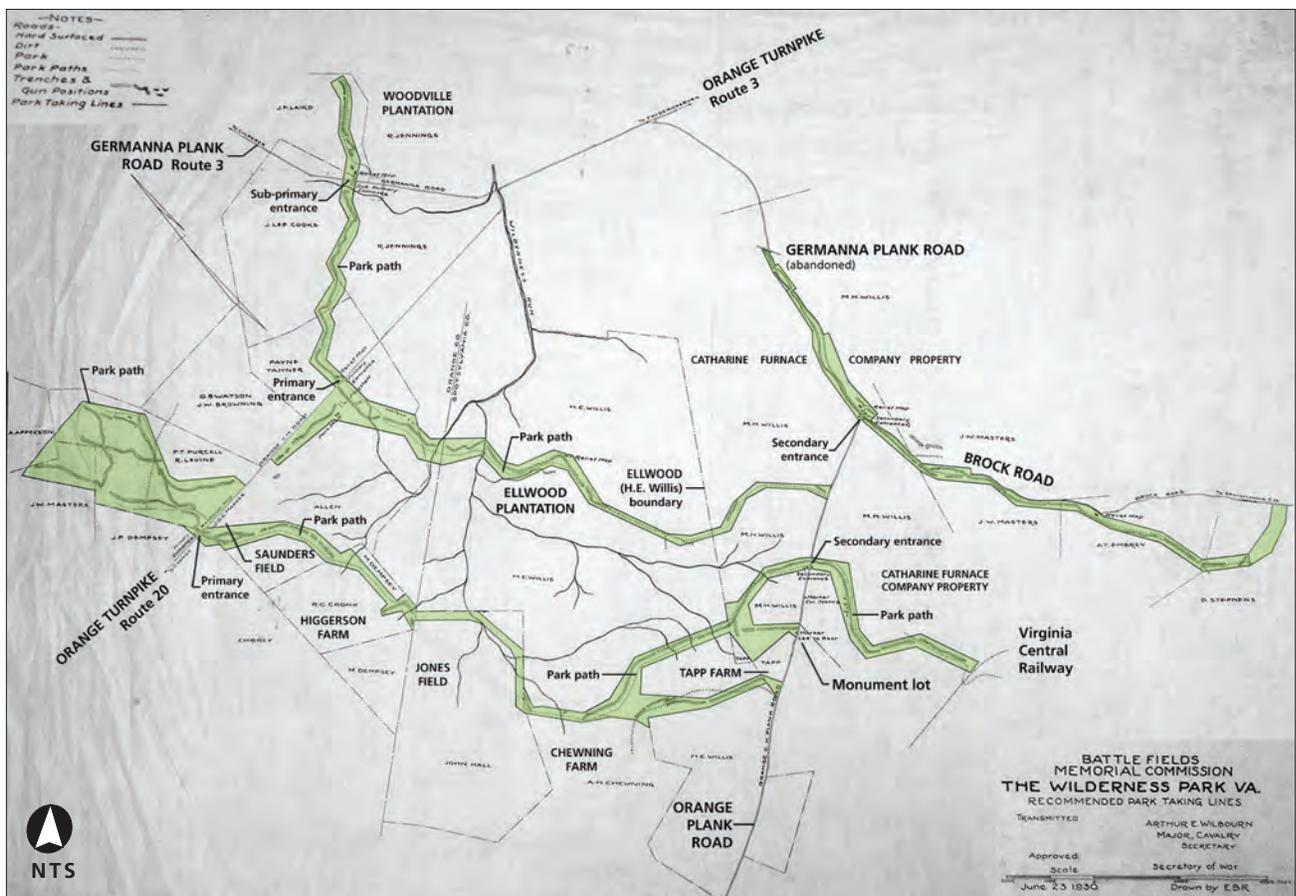
Road, and along Brock Road. On April 7, 1930, the commission submitted a map with the expanded boundaries, followed by a second version on June 23, 1930 that significantly expanded the boundaries of the park, but still kept to the Antietam system of narrow strips along extant earthworks (fig. 1.105). The expanded boundaries included the earthworks where Gordon launched his Flank Attack north of Saunders Field, which due to the concentration of earthworks became the largest block of Wilderness park land, at about 170 acres. To the east, the park included all of Sedgwick’s Line that extended over a mile from Orange Turnpike to northeast of Route 3 (Germanna Plank Road) through the antebellum Woodville Plantation (mine tract). To the south, the park was extended about a mile along Hill’s line south of Orange Plank Road to the Virginia Central Railway. To the east, a separate third line of park land was established along Hancock’s line to either side of Brock Road from Germanna Plank Road south to the Stephens Farm, about two and three-quarter miles in total length.<sup>13</sup>

The new plan for the Wilderness park did not call for the War Department to take over Brock Road, which remained a public road. The park boundaries along Brock Road and through the Stephens Farm followed part Stonewall Jackson’s mark to the flank attack during the Battle of Chancellorsville. The park

commission had considered acquiring land along the Jackson trail east of the Wilderness battlefield, but as of 1933 the idea remained unrealized.<sup>14</sup>

As of March 17, 1931, the War Department had funds for purchase of property at the Wilderness, but had not yet acquired any land due to inaccuracies in the survey of property boundaries. This was soon rectified, because by October 1931, the War Department had purchased 308.11 acres, received donations of 68.57 acres, and was in the process of condemning 166.64 acres.<sup>15</sup> The condemned land included 96.13 acres of Hugh Willis’s property at Ellwood. Willis already had a combative relationship with the park. In 1929, he accused War Department surveyors of setting fire to his land, and he wanted to be reimbursed for loss of an estimated \$5,000 worth of timber. When the War Department soon after approached Willis to acquire the three strips of land across Ellwood, Willis objected, claiming the subdivisions would “cut my land up into such irregular shapes as to make each of them undesirable.”<sup>16</sup> He gained the support of Senator James E. Watson from his home state of Indiana to submit bills in Congress for reimbursement of the timber loss and to require that the federal government buy the entire 1,500-acre Ellwood tract. The Secretary of War objected to the acquisition of the entirety of Ellwood because it departed from the park’s approved Antietam system plan, would increase costs, and according to the Secretary, would “add nothing of historical value” to the park.<sup>17</sup> Senator Watson’s

Figure 1.105. Park commission map of the Wilderness showing expanded park lands (shaded parcels) proposed for acquisition by the War Department, June 23, 1930. The park parcels were subdivided from the indicated private tracts (Civil War names in upper case). The map also shows park entrances and improvements. (Fredericksburg and Spotsylvania National Military Park, Wilderness map collection, 8220-at, annotated by SUNY ESF)



bills did not pass Congress, and the War Department was forced to condemn Willis's property, as permitted in the park's enabling legislation.<sup>18</sup>

The other properties in the process of condemnation by October 1931 included a 3.15-acre tract of the Tapp farm owned by Madosha Williams (Phenie Tapp's daughter); 30.10 acres owned by J. H. Bloodgood (formerly Payne-Tanner) north of the Orange Turnpike along Sedgwick's line; three tracts of 12.26 acres owned by Mildred J. Cooke along Sedgwick's line west of Route 3 (Germanna Plank Road); and 12.67 acres owned by John F. Laird along Sedgwick's line north and east of Route 3 (see fig. 1.105). As of October 1, 1931, the War Department was negotiating the purchase of just one remaining park parcel: a triangular 0.59-acre tract owned by the Orange County School Board along the northeast side of Route 3 at the site of Sedgwick's line. The school, which acquired the property in 1897, sold the property to the federal government for one dollar in November 1932. The War Department did not acquire two small parcels, the Monument Lot on Orange Plank Road that contained the Lee to the Rear marker, and the Hays Memorial on Brock Road. These remained in private ownership, but both were treated as part of the park.<sup>19</sup>

#### **Wilderness Battlefield Park Development**

The Battle Fields Memorial Commission developed a plan of standardized improvements for all four battlefield parks that included roads, trails, relief maps, and markers (tablets). Following the designs developed at earlier national military parks such as Gettysburg and Chickamauga, drives and trails were laid out along battle lines to both mark the lines and give visitors access to the battlefield. Plans for the park drives called for use of local stone for culvert headwalls, ditches, and bridges. The design for tablets, which identified troop positions, park drives, and key historic sites on the battlefields, featured rectangular cast metal signs set on low posts, painted black with silver on raised letters.<sup>20</sup>

By April 1930, the Commission, led by its secretary, Colonel Arthur E. Wilbourn, had finalized its proposed improvements for the Wilderness, Chancellorsville, and Spotsylvania Court House:

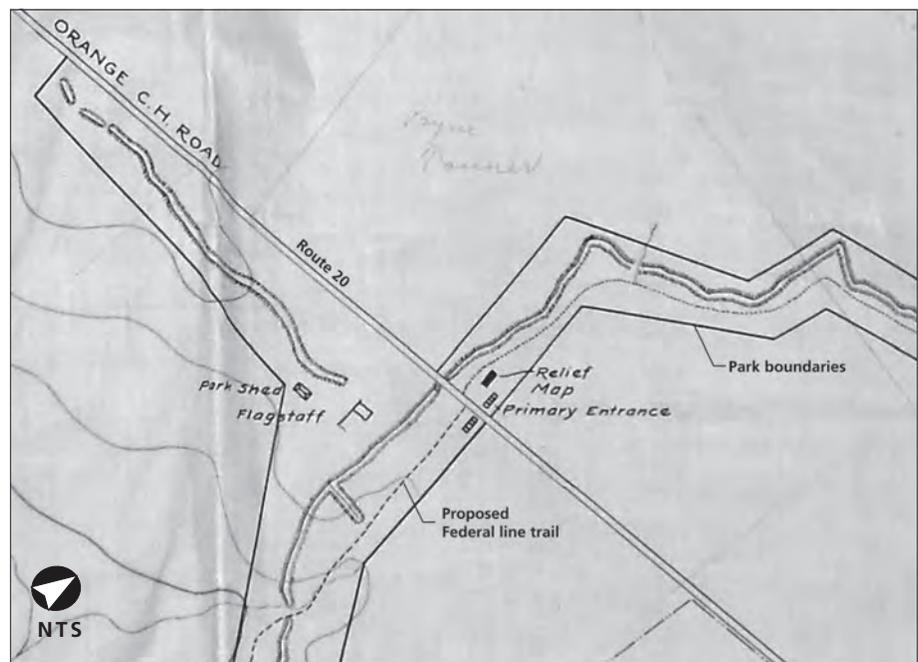
- Roads: 18-foot wide oil-graveled roads; no bridges planned, only "small and inexpensive" culverts.
- Trails: Footpaths to provide access to defensive works not reached by roads.
- Non-structural Improvements: Thinning woods and grubbing, and planting grass on the same area; planting shrubs and flowering plants with transplants from nearby woods or donation of nursery materials.
- Ornamental and Commemorative Structures, Fences, Etc.: Construction of primary entrances, with park shed and flagstaff; woven-wood [worm]

fences where the park passed through pasture, to keep out cattle; “dummy guns and carriages” to mark important gun positions; large relief maps of the battlefield, bronze historical tablets, and bronze tablets to mark positions and lines.<sup>21</sup>

At the Wilderness, the planned improvements included two main trails: along the Confederate lines of Hill and Ewell from the site of Gordon’s Flank Attack south to the Virginia Central Railway, 4.29 miles in length; and the Federal lines of Sedgwick, Warren, and Burnside from Route 3 (Germanna Plank Road) south across Route 20 to the Orange Plank Road, about 3.5 miles. No trail was planned along the 2.75-miles of Hancock’s line since it was accessed by Brock Road and a farm road. Two primary entrances to the park were identified at the trail intersections with Route 20, which the state had improved in ca. 1928 (see fig. 1.105). A sub-primary entrance was identified at the Federal line trail intersection with Route 3, which was also an improved highway. Brock Road and the Orange Plank Road had not yet been improved, so the trail intersections on these roads were identified as secondary entrances. All of the park entrances were designed with a relief map to orient visitors to the park. Relief maps were also to be installed at mid-points on the trails. The primary entrance at the Federal line trail intersection with Route 20, designed with a park shed and a flagstaff in addition to the relief map, was probably intended to be the core of the park (fig. 1.106). This site was most likely chosen due to its central location, rather than to a bias toward the Federal side.<sup>22</sup>

The Commission’s 1929 and 1930 plans for development of the Wilderness park did not show any proposed drives perhaps because of limited funding initially allocated to the park, or maybe out of a desire to maintain a more rustic, wild character to the landscape. This changed following a \$215,000 appropriation by

Figure 1.106. Detail of the park commission’s plan for the Wilderness park showing planned improvements at one of two primary entrances along Route 20, April 7, 1930. These features were not constructed at the time since the park did not acquire any land at Wilderness until after March 1931. (Fredericksburg and Spotsylvania National Military Park, Wilderness map collection, 8219-t, annotated by SUNY ESF)



Congress in early 1931 as part of a Hoover administration work-relief program. The money was dedicated to road construction at the park, which was underway on Lee Drive at the Fredericksburg battlefield by the summer of 1931. By the following November, the road was complete, and contracts had been let for other park roads. <sup>23</sup>

At the Wilderness, the Commission planned to build five park roads with an aggregate length of 11.58 miles (fig. 1.107): 1. From Route 20 south across the Orange Plank Road to a dead-end at the Virginia Central Railway following the earlier proposed Confederate line trail (present Hill-Ewell and Longstreet drives); 2. A spur to the Orange Plank Road along the breastworks and gun pits at the west side of the Tapp Farm; 3. From north of Route 3 (Germanna Plank Road) south across Route 20 to the Orange Plank Road following the earlier proposed Federal line trail along the works of Sedgwick, Wadsworth, and Burnside; 4. A short road along Hancock’s line where it diverged from Brock Road through the Stephens Farm (part of present Jackson Trail West); and 5. A loop road through the works north of Saunders Field in the site of Gordon’s flank attack. <sup>24</sup>

Figure 1.107. Park commission map of the Wilderness park lands annotated to indicate completed and proposed park roads, June 1930 updated ca. 1933. The map also indicates in yellow land that was “cleared and grubbed,” mostly at the entrances to the trails and park road. (Fredericksburg and Spotsylvania National Military Park, Wilderness map collection, 8219-t, annotated by SUNY ESF)

The sixth road that provided access to park lands was Brock Road. Because the federal government did not own this road, the park commission worked with the State Highway Department to improve it. Around the same time that the park commission was building Lee Drive in 1931, the state rebuilt Brock Road. The work most likely included widening, drainage improvements, and regrading of

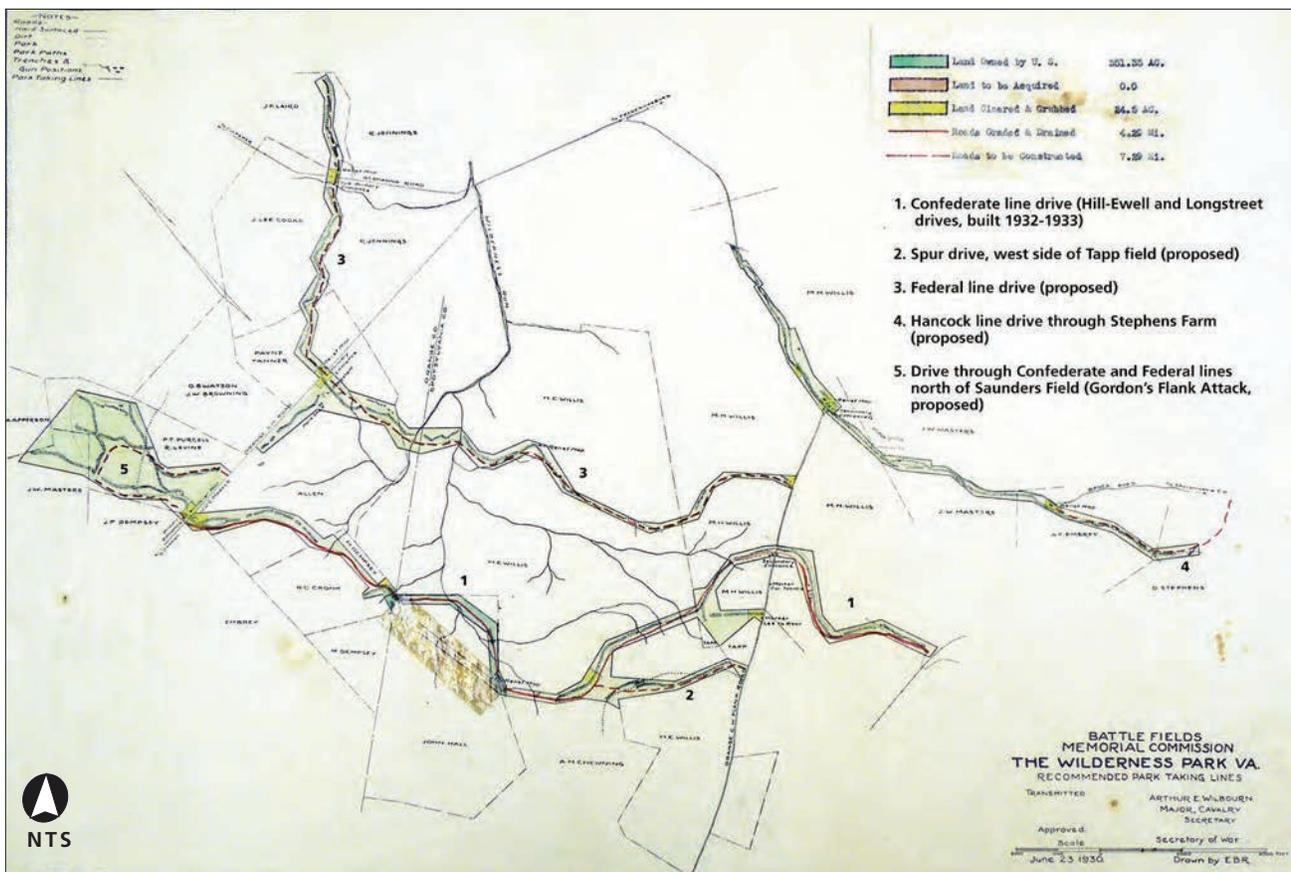


Figure 1.108. The new park road along the Confederate line (Hill-Ewell Drive) opened in spring 1933, looking south from near Route 20 (Orange Turnpike), photographed 1934. Saunders Field, then wooded, is to the left of the road. (Fredericksburg and Spotsylvania National Military Park, Wilderness Photographs, box 3)



the earthen roadbed. The project was completed by April 1932, and soon after this time, the state completed lesser improvements to Orange Plank Road (see fig. 1.101).<sup>25</sup>

#### *Park Construction*

The park commission's first road project at the Wilderness—and probably the first park improvement on the battlefield—was the Confederate line drive along the works of Ewell and Hill, begun in early 1932. From Route 20, the road followed the post-battle road to the Higginson Farm, skirted the eastern edge of the Higginson, Hall (Jones Field), and Chewning clearings, curved around the Tapp Farm, crossed the Orange Plank Road, and continued along the southern extent of Hill's works. The road dead-ended just short of the Virginia Central Railway; the park did not own the continuation of Hill's works south of the railway within the old Greenfield Plantation. The park road was certainly the biggest construction project many Wilderness residents had experienced. Madora Chewning Stephens, who lived at the Chewning Farm at the time, remembered many years later,

We soon heard that the government was planning a park road and it would run across the back of that place [Chewning Farm, Mount View]. It would follow those trenches out in the woods. [Her father, I. M. Chewning] sold a strip of the back of the farm to be incorporated into the park road. . . For the next few years we had different men who were working in one capacity or another on that road come and board with us. It was a long drawn out process for them to get the land all surveyed along those trenches, then build that road.<sup>26</sup>

Construction continued for a year, and the new 18-foot-wide, 4.76-mile-long road opened in spring 1933 (fig. 1.108). Work included grading of the roadbed and shoulders, and construction of drainage structures that included cast-iron pipe and reinforced concrete box culverts. Earthen causeways were built at the approaches to the crossings of the north and south branches of Wilderness Run. The smaller north branch received a concrete box culvert, while the larger crossing of the South Branch received a temporary timber bridge (fig. 1.109). This

**Figure 1.109.** The earthen causeway that carried Wilderness park road (Hill-Ewell Drive) over the lowlands along the South Branch - Wilderness Run at the Hall Farm (battle-era Jones Field), looking south, 1934. In the middle of the causeway is a temporary timber/log bridge over the run. (Fredericksburg and Spotsylvania National Military Park, Wilderness Photographs, box 3)



bridge and planned masonry culvert headwalls, oiled gravel pavement, and turf shoulders were not funded.<sup>27</sup>

Probably as part of the road construction, 24.5 acres of land was “cleared and grubbed”—thinning of the woods and clearing of understory at the entrances to the park drives and planned trails to open views (fig. 1.110, see also fig. 1.107). Other cleared areas were where relief maps were proposed, around the Lee to the Rear marker (Monument Lot), and around the Hays Memorial. Some temporary tablets may have been installed to mark the park drive and other key features. Due to budget constraints and incomplete historical research, temporary wooden tablets were used throughout the four battlefield parks while plans were being developed for permanent metal (bronze) tablets.<sup>28</sup>

At the time that the Wilderness park road was under construction, the effects of the Great Depression were restricting federal funds available for park development. By July 1932, commission staff had been reduced from about twelve skilled people and 167 common laborers to a force of seven people. For the fiscal year that was set to begin in July 1933, appropriations had been reduced to \$14,000 for the entire park, an amount that probably just covered staff costs and basic maintenance. With the pending transfer to the National Park Service, none of the outstanding park drives, trails, relief maps, or other improvements for the Wilderness, including the park shed and flagstaff along Route 20, were realized.<sup>29</sup>

### **NATIONAL PARK SERVICE ADMINISTRATION**

A campaign to transfer the War Department’s system of national military parks to the National Park Service began in the 1920s and was based on an idea that the park service was better equipped to interpret history to the public than the War Department—an agency perceived as focusing on military instruction and memorialization. Historical interpretation was seen as becoming increasingly important as new generations of visitors had little direct connection to the Civil

**Figure 1.110.** The north end of the Wilderness park road (Hill-Ewell Drive) at Saunders Field showing rough-graded road and woods that were most likely thinned during construction in 1932–1933, photographed December 1934. The wood fence/gate may have also been built along with the road. (Fredericksburg and Spotsylvania National Military Park, Wilderness Photographs, box 3)



War. Bills for the transfer, which enjoyed War Department support on account of financial savings, were introduced in Congress in 1928 and 1932, but both failed. Franklin D. Roosevelt's election in 1932 and his New Deal restructuring of the federal government changed prospects for the transfer. Instead of Congressional approval, the change was achieved through Executive Order No. 6166 signed on June 10, 1933. The list of parks and national cemeteries to be transferred, including Fredericksburg and Spotsylvania County Battlefield Memorials National Military Park and Fredericksburg National Cemetery, was signed by FDR on June 10, 1933 under Executive Order 6166. Administration of the park was transferred to National Park Service staff in the summer and fall of 1933. The park was administered from offices in Fredericksburg; no offices were established at the Wilderness or the other outlying battlefields. The park service designated a superintendent to take over direct administration from the Battlefield Park Commission, with support by historians, foresters, landscape architects and other professional staff at the park and in regional offices. Branch Spalding, a historian, served as superintendent from 1934 to 1942, covering a time when development of the national military park was completed.<sup>30</sup>

Like the War Department, the National Park Service suffered from fiscal constraints related to the Great Depression, but enjoyed additional resources through FDR's New Deal work-relief programs established in 1933. The Works Progress Administration (WPA) and Public Works Administration (PWA) provided funding for major construction such as permanent buildings and roads. The Emergency Conservation Work program—better known by the name of its labor force, the Civilian Conservation Corps (CCC)—provided the park with the labor and funding necessary to accomplish a wide array of landscape development work. The CCC established military-like corps of unemployed young men, who were stationed in camps set up by the Army at national and state parks and other reservations across the country. The Fredericksburg-area battlefield parks were supported by three CCC camps. The Wilderness received one of these camps,

initially designated MP (Military Park)-4 and later NP (National Park)-24, located along Route 20 in what had been Saunders Field (fig. 1.111).<sup>31</sup>

The Wilderness and Spotsylvania Court House CCC camps were established as all-white camps, and Chancellorsville was designated the Black camp. Numerous CCC companies came and went at the Wilderness camp; one company, #333 which arrived in October 1937, was African-American, but by 1940, a white company, #2329, was in place. Each camp facility was designed for about 200 enrollees, and included barracks, officer quarters, mess hall, recreation hall, hospital, shops, and a utility building. Over the next six years, the CCC enrollees provided most of the labor for development of the park landscape. They planted many trees, but also built trails, graded banks, cleared brush from earthworks, built picnic tables, railings, fences, and small buildings, cleared understory to reduce the risk of forest fires, and transplanted thousands of trees and shrubs (fig. 1.112). They fashioned signs and wood furnishings, and received work-related training, including courses in landscape architecture and forestry from park resident landscape architect Tapscott and



**Figure 1.111.** Front sign and flagpole at the Wilderness CCC camp off Route 20, looking northeast, ca. 1935. The person has not been identified. (Fredericksburg and Spotsylvania National Military Park, Wilderness Photographs, box 1)



**Figure 1.112.** CCC enrollees digging up trees for transplanting on the Wilderness battlefield, January 1937. (Fredericksburg and Spotsylvania National Military Park, Wilderness Photographs, box 4)

Assistant Forester Savage. Other activities were planned to improve social and physical health.<sup>32</sup>

### **National Park Service Landscape Design and Interpretation**

For the first decade of its administration of the four Fredericksburg-area battlefields, the National Park Service completed much of the War Department plans for roads, relief maps, tablets, and other infrastructure, but also adopted a new approach to landscape design and interpretation. Rather than relying on markers and monuments to commemorate the battle as referenced in the 1927 park legislation, the park service relied on the landscape to tell the story of the battle. Under this approach, monuments, markers, roads, and other commemorative park features interfered with the ability to interpret the battlefield as it existed in May 1864—what the park service referred to as the “historic scene.” As the park historian Ralph Happel described in self-guided tours of the battlefield produced in ca. 1936, the park service considered the battlefield landscape a living museum.<sup>33</sup>

Instead of designing park features to be distinguishable from the 1864 battlefield landscape, National Park Service designers instead followed a program of landscape harmonization intended to make park infrastructure recede visually. The park service had adopted this design approach shortly after its creation in 1916 for use at its natural parks that were mostly in the West:

In the construction of roads, trails, buildings, and other improvements, particular attention must be devoted always to the harmonizing of these improvements within the landscape. This is a most important item in our program of development and requires the employment of trained engineers who either possess a knowledge of landscape architecture or have a proper appreciation of the esthetic value of park lands. All improvements will be carried out in accordance with a preconceived plan developed with special reference to the preservation of the landscape.<sup>34</sup>

Park service designers implemented this policy through use of a rustic style that emphasized local materials such as woods and stone, and vernacular building traditions that recalled pioneer settlement. At the Wilderness, the 1864 battlefield became the equivalent of the natural environment in the big national parks—a landscape to which park infrastructure and other changes had to harmonize, to restore the so-called historic scene.<sup>35</sup>

On the Fredericksburg-area battlefields, this design approach was illustrated by the use of worm fences and vernacular wood buildings reminiscent of the rural antebellum landscape, and park furnishings such as guide rails and signs with unmilled timbers and dark stains that receded visually against the wooded, rural landscape (fig. 1.113). The park service philosophy of landscape harmonization was not, however, without deviation. This was most evident in the decision to complete War Department designs for roads, bridges, culverts, and tablets that

**Figure 1.113. Rustic-style National Park Service building (visitor contact station) and railings at Fredericksburg battlefield, 1937. (Fredericksburg and Spotsylvania National Military Park, Fredericksburg Photographs, box 4)**



were contemporary and clearly distinguishable—perhaps there was no desire early in National Park Service administration to reverse earlier planning. An additional deviation was evident in the mown banks and plantings that provided a more naturalistic and park-like appearance to the landscape—conditions that certainly never existed in the tangled, dense second-growth woods of the Wilderness in 1864.<sup>36</sup>

In addition to its focus on scene restoration and landscape harmonization, the National Park Service’s interpretation and park development at the Fredericksburg-area battlefields was influenced by the Lost Cause narrative that celebrated Southern glory and the Confederate cause. The noted historian and newspaper editor, Dr. Douglas Southall Freeman, who was noted for his veneration of the Confederacy, provided input on the park’s interpretive materials during the 1930s and advocated for incorporation of land important to the Southern cause into the park.<sup>37</sup> Park drives and trails commemorated Confederate generals who were outspoken advocates of the Lost Cause, such as Lieutenant General Jubal Early, who had written in his 1912 autobiography that “slavery was used as a catch-word to arouse the passions of a fanatical mob. . .but the war was not made on our part for slavery.”<sup>38</sup> The park also invested most park development along the Confederate line where the park road was developed, including a visitor contact station and historical exhibits at the north end on Route 20. The planned road along the Federal line was never built, although Brock Road was probably viewed as an equivalent, since it provided access to Hancock’s line. The park also accommodated local laws and traditions that segregated Black and white Americans in its design for such park developments as the CCC camps and picnic areas.<sup>39</sup>

### **Wilderness Battlefield Park Development** <sup>40</sup>

Through the 1930s, the National Park Service refined and expanded plans for the development of Wilderness Battlefield, not only to implement its program of landscape harmonization and historic scene restoration, but also to improve interpretation and visitor services. In addition to completing War Department-era plans, park development included interpretive and directional signage, earthworks preservation and restoration, a visitor contact station, parking areas, picnic grounds, and plantings, most of which were completed through the federal Emergency Conservation Work program. Planning culminated in a master plan for the entire park finalized in the early 1940s. A major deviation from the War Department plans was the abandonment of plans for four additional park drives. By the late 1930s, however, the park service began construction of a new park road, the Jackson Trail, which extended for 5.2 miles from the Catharine Furnace at Chancellorsville west to Brock Road at Wilderness Battlefield. Unlike the War Department drives, the Jackson Trail was designed with an earthen gravel surface, narrow width, and no turf shoulders to appear as if it existed at the time of the battle. While it was managed as part of Chancellorsville Battlefield, Jackson Trail ran along the US works of Hancock's Line south of Brock Road that were acquired as part of Wilderness Battlefield.<sup>41</sup>

Features planned by the National Park Service but never built included a park road along Parker's Store Road, named Crawford Road (after General Samuel Crawford of the US 5<sup>th</sup> Corps who marched down the road at the opening of the battle on May 5, 1864), and a road or trail along the Virginia Central Railway that ceased operation in 1937 (fig. 1.114). A lodge was also planned for construction in the woods, most likely along Hill-Ewell Drive.<sup>42</sup>

### *Land Acquisition*

All of the land proposed for incorporation into the Wilderness park by the War Department had been acquired by the federal government prior to the administrative transfer in 1933.<sup>43</sup> Park service planners proposed acquisition of several additional tracts as shown on master plan drawings completed in the early 1940s, but none were realized prior to 1945. The proposed acquisitions for new roads included a strip along Parker's Store Road for Crawford Road through Ellwood, and a small strip at the Stephens Farm to connect the Jackson Trail with the Virginia Central Railway, which later became part of Jackson Trail West (see fig. 1.114). The park may have contemplated acquisition of larger wooded tracts north of Route 20, northwest of the Brock Road-Orange Plank Road intersection, and within the curve of Hill's works near the Tapp Farm. The park also proposed acquisition of a small tract along the Rapidan River at the Germanna Ford crossing of Route 3. The Mine Run battlefield near Locust Grove west of Wilderness battlefield was also the object of preservation efforts by an association

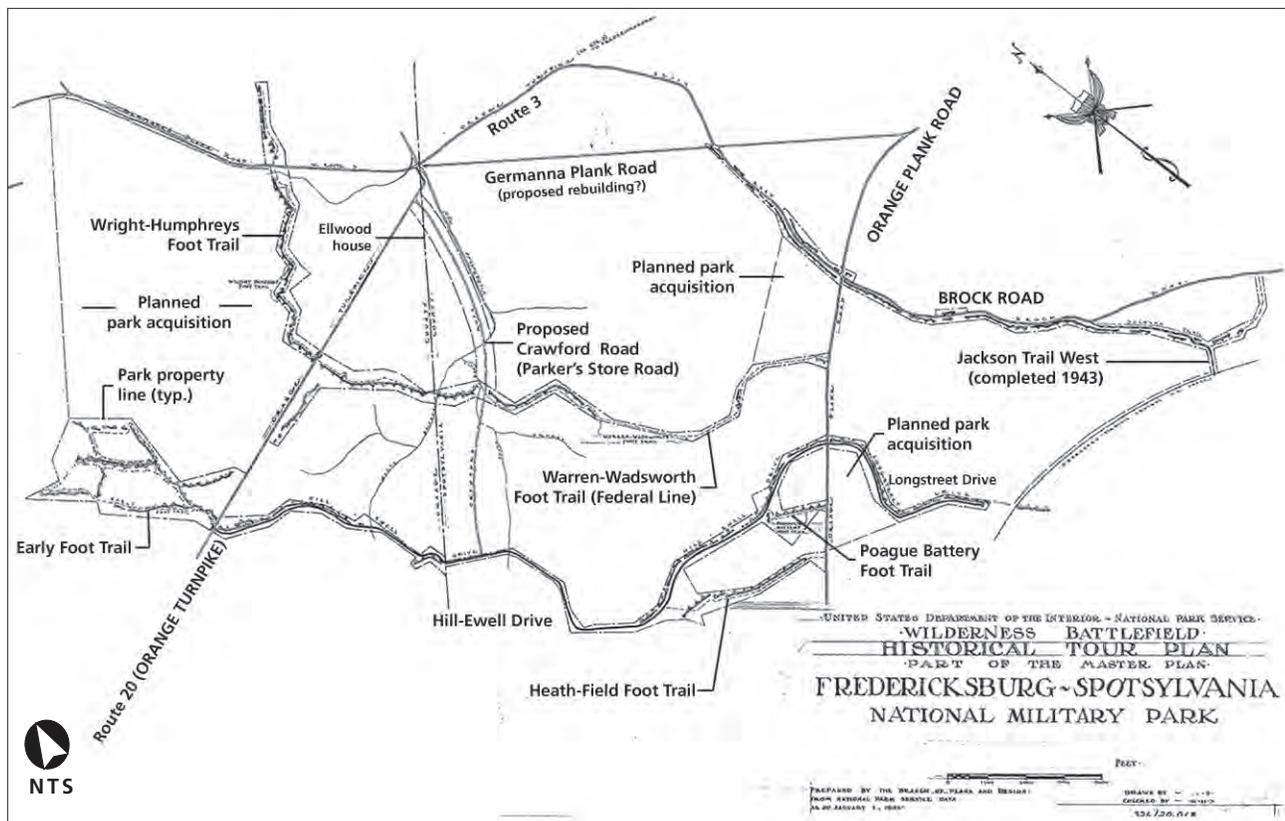


Figure 1.114. Part of the master plan for Wilderness Battlefield showing proposed Crawford Road and road to connect Jackson Trail with Longstreet Drive via the Virginia Central Railway, 1942. The plan also shows trails completed to date and proposed land acquisition. (National Park Service, “Wilderness Battlefield Historical Tour Plan, Part of the Master Plan Frederickburg-Spotsylvania National Military,” January 1, 1942, National Park Service Technical Information Center, 326-20014, annotated by SUNY ESF)

of local residents formed in 1936. The association did not succeed in acquiring the land, which they had hoped to donate to the national military park.<sup>44</sup>

In ca. 1936, Dr. Douglas Southall Freeman, the well-known historian of the Confederacy and editor of the *Richmond News Leader* who assisted the National Park Service with development of its interpretive program, offered to purchase the Tapp Farm and donate it to the park because of its significance as the headquarters of General Lee. The park’s desire to acquire this property was also due to it forming an island surrounded by park land. Efforts were hampered due to legal entanglements and funding, and by 1945, the Tapp Farm remained in private ownership.<sup>45</sup>

The Tapp Farm was one of several tracts that Superintendent Branch Spalding hoped to incorporate into what he called the “present meager Park holdings” at the Wilderness. In the fall of 1940, Spalding was contacting veterans groups to raise interest in acquiring some 300 acres between the Union and Confederate lines north and south of Orange Plank Road. Spalding was not successful in his campaign (the land is presently partly park owned and part of the Lake Wilderness West subdivision). A separate parcel was soon acquired by the park: a 20.79-acre tract at the southwest corner of the Brock Road-Orange Plank Road intersection, donated by the State of New Jersey in 1941 as part of a memorial to the 12<sup>th</sup> New Jersey Volunteers.<sup>46</sup>

### *CCC Camp and Utility Area*

The Civilian Conservation Corps (CCC), which built much of the park landscape at Wilderness battlefield, operated out of a camp along Route 20 within the battle-era limits of Saunders Field on a tract that contained the works of Ewell and Sedgwick acquired by the War Department in ca. 1931. The field had been abandoned for agricultural use since the time of the battle, and had grown up in woods. During the camp's operation between 1933 and 1941, it housed five different CCC companies that in total enrolled an estimated 800 to 1,000 men—the soldiers often called “President Roosevelt’s Tree Army.” The camp provided housing for the men, as well as work yards where they built park infrastructure such as signs, fences, and picnic tables. Between 1933 and fall 1935, the central headquarters building at the camp served as the visitor contact station for Wilderness battlefield.<sup>47</sup>

Upon arrival of the first CCC company in fall 1933, the enrollees began erecting a complex of wooden buildings, after clearing woods that had grown up since the Civil War. By February 1934, the camp was substantially complete. Set back from Route 20 across lawn and meadow, the camp consisted of four rows of buildings arranged parallel to Route 20 and accessed by a grid of walks and a central, teardrop-shaped entrance drive (fig. 1.115). The center island in the drive contained a camp sign, flagstaff, and “MP-4 VA” outlined in the ground in concrete. At the head of this drive was the camp headquarters building where the park ranger was stationed. The buildings, which followed standard Army plans adapted to locally available building materials, were temporary frame construction set on wood-post footers. Primary buildings such as the headquarters and barracks featured gable roofs, six-over-six sash windows, and board-and-batten siding, with the boards stained with creosote or covered in tar paper, and the



**Figure 1.115.** Oblique aerial of the Wilderness CCC camp, looking northwest across Route 20, ca. 1938. The camp at the time was designated NP-24 and was home to Company 2329. The field south of the Route 20 was on private property, but was used by the camp as a ball field. (Blakeslee-Lane Aerial Photography, copy in Fredericksburg and Spotsylvania National Military Park archives)



**Figure 1.116. Entrance to the Wilderness CCC camp, looking north from Route 20, ca. 1934. The central building probably housed the camp administration; the buildings to either side were barracks. (Association of Retired Conservation Service Employees)**

battens whitewashed (fig. 1.116). Other ornamental features included white-painted wood bollards along the entry drive, and flower beds. At the west side of the barracks complex was a large work yard with sheds, a coal bin, shops and other utilitarian buildings. Across Route 20, on private land owned by James and Gladys Dempsey of Fredericksburg, the camp enrollees set up a ball field. In 1938, James Dempsey decided to charge a fee, and the enrollees were forced to find an alternate site about a mile to the west.<sup>48</sup>

During its first quarter at the Wilderness, the CCC established an experimental grass plot 200 yards in back of the camp along a fire trail. The plot provided a range of growing conditions from shady to sun, to simulate conditions throughout the park where turf would be established. Two-hundred square-foot plots were laid out to experiment with different species and mixtures of grass. Within a few years, the grass plot was no longer needed since most of the drives and trenches in the park had been turfed. The site was chosen as the location for a permanent park maintenance facility, known as the Utility Building. CCC enrollees built the large six-bay clapboard-sided garage with wings using Emergency Conservation Work funding in 1937 (fig.1.117). It was a standard rustic-style park design also used at Chancellorsville and Spotsylvania Court House.<sup>49</sup>

#### *Park Drives*

The initial focus of the National Park Service at the Wilderness was completing the park drives constructed during War Department administration in 1932–1933.



**Figure 1.117. The 1937 Utility Building at the CCC Camp, looking northeast, ca. 1937. (Fredericksburg and Spotsylvania National Military Park, Wilderness Photographs, box 1)**

In commemoration of Confederate generals, what had been known as the Wilderness Park Road was named Hill-Ewell Drive north of Orange Plank Road after the 2<sup>nd</sup> and 3<sup>rd</sup> Corps commanders and their battle lines. South of Orange Plank Road, the road was named Longstreet Drive, the 1<sup>st</sup> Corps commander who executed his flank attack in the vicinity on May 6, 1864. The drive followed earthworks thrown up under Hill's command.<sup>50</sup>

In May 1934, the National Park service signed a contract with the Clinch Valley Construction Company of Tazewell, Virginia for the construction and surfacing of 4.6 miles of Hill-Ewell and Longstreet drives according to plans developed by the federal Bureau of Public Roads and approved by Arno Cammerer, Director of the National Park Service. Construction began on July 5, 1934, and was completed on November 21, 1935.<sup>51</sup>

The overall road alignment built under the War Department was maintained, but was modified to facilitate automobile travel through spiraling, super-elevating, and widening of curves. Construction began with fine grading of a corridor 30 feet wide with shoulders, which required clearing an additional 12.08 acres of woods. This work was followed by construction of a 20-foot-wide roadbed (two feet wider than what existed) composed of a crushed stone base course, eight inches thick. Stone for the road was acquired from quarries on property owned by the Virginia Central Railway east of Orange, and from the Patton-Wine property near Parker's Store. The stone was hauled to the park on the railway to a siding at the end of Longstreet Drive. The road surface was paved with liquid asphalt (Type MC1) and then covered by gravel that was broomed and rolled (fig. 1.118). The gravel, supplied by the Massaponax Sand and Gravel Corporation of Fredericksburg, ranged in size from ½ to 1 inch.<sup>52</sup>

The road project included changes to the north and south ends of the park drive. At the southern dead-end terminus on Longstreet Drive, the project added a turn-around, from where visitors could look south across a post-battle farm to the

**Figure 1.118.** Hill-Ewell Drive showing oiled gravel pavement and turf shoulders completed in ca. 1935, looking south through the Higginson Farm at the crossing of North Branch - Wildernes Run, July 1937. At left is the entrance to a picnic area and a stone-lined gutter. (Fredericksburg and Spotsylvania National Military Park, Wilderness Photographs, box 3)



**Figure 1.119. Longstreet Drive showing oiled gravel pavement and turf shoulders completed in ca. 1935, looking south, April 1936. The buildings in the distance are part of a post-battle farm that bordered the Virginia Central Railway. (Fredericksburg and Spotsylvania National Military Park, Wilderness Photographs, box 3)**



**Figure 1.120. Examples of a standard masonry culvert headwall (left) and tree ring (right) built along the Wilderness park drives in 1934/35, photographed 2017. (SUNY ESF)**



Virginia Central Railway, the battle-era unfinished railroad that Longstreet used for his flank attack (fig. 1.119). At the northern end, the state granted permission to lower the elevation of Route 20 to provide a 300-foot sight distance from the park drive intersection.<sup>53</sup>

To widen the road and shoulders, Clinch Valley Construction extended existing drainage structures, which included 4-by-4-foot concrete box culverts and cast-iron pipe in 14-, 18-, and 24-inch diameter sizes, and also laid down 6-inch vitrified clay pipe for subsurface drainage. For ornamental masonry structures along the road, the company provided what was called “broken stone” that came from the quarry at the Virginia Central Railway property near Orange. Most of these stone structures were probably built by the CCC, using a park-wide standard design most likely developed by the park commission under War Department administration. These structures included rectangular ashlar culvert headwalls and low walls around trees where the grade was raised, known as tree rings (fig. 1.120). One of the largest masonry structures built as part of the road contract were the retaining walls for the earthen causeway and box culvert across the lowlands at the North Branch - Wilderness Run (fig. 1.121). Other stone structures

**Figure 1.121.** The box culvert and stone retaining walls at the causeway over the North Branch - Wilderness Run, looking south, ca. 1937. In the foreground, CCC enrollees are building a stone wall for raising the grade of the adjacent picnic area. (Fredericksburg and Spotsylvania National Military Park, Wilderness Photographs, box 3)



included paved gutters along road edges at steep slopes, built of mortared stone blocks that were probably supplied from another quarry (see fig. 1.121).<sup>54</sup>

Several road projects along Hill-Ewell Drive were undertaken separately from the Bureau of Public Roads contract in 1934–1935. One of these was the bridge over the South Branch - Wilderness Run within the battle-era Jones Field (Ellwood), which was under construction by June 1935 while the main road contract was being completed. It was a single-span concrete-arch bridge with stone veneer and parapets that was the same design used for two bridges at Chancellorsville. Construction was not completed until September 1937, more than two years later (fig. 1.122). The second road project was the reconfiguration of the north end of Hill-Ewell Drive into a triangular intersection with Route 20, completed in July 1937 (fig. 1.123). The bronze plaque on a stone base dedicated by the United Daughters of the Confederacy in 1927 was moved from the nearby south shoulder of Route 20 to the center of the island. The move was necessitated in part because the lowering of Route 20 completed as part of the Bureau of Public Roads project left the marker higher above the road than intended. The new intersection was lined by log bollards treated with creosote as a preservative—a standard roadside



**Figure 1.122.** The bridge across the South Branch -- Wilderness Run, looking upstream (northeast) soon after completion, September 1937. (Fredericksburg and Spotsylvania National Military Park, Wilderness Photographs, box 3)

**Figure 1.123. The triangular intersection of Hill-Ewell Drive and Route 20, looking south soon after completion, July 1937. (Fredericksburg and Spotsylvania National Military Park, Wilderness Photographs, box 3)**



features made and installed by the CCC. They also made log guiderails that were installed along banks and curves (fig. 1.124). Unlike the more formal stone bridges and culvert headwalls, these features reflected the National Park Service’s rustic style intended to harmonize with the battlefield landscape.<sup>55</sup>

### *Trails*

In addition to park drives and public roads that provided vehicular access to Wilderness battlefield, the National Park Service implemented and expanded the system of “park paths” earlier proposed by the Battle Fields Memorial Commission (see fig. 1.105). Like the park drives, the trails not only provided access to earthworks (some of which no longer existed), but also marked them and commemorated associated commanders. Three of the built trails had been proposed by the park commission, although apparently not named. The first, the Warren-Wadsworth Foot Trail along the Federal line between the Orange Plank Road and Route 20, commemorated Major General Gouverneur K. Warren,



**Figure 1.124. Rustic log guiderail along Hill-Ewell Drive built as part of the park service road improvements, photographed July 1938. (Fredericksburg and Spotsylvania National Military Park, Wilderness Photographs, box 3)**

Figure 1.125. CCC enrollees building the bed of a trail at an unidentified location on the Wilderness Battlefield, ca. 1935. (Fredericksburg and Spotsylvania National Military Park, Wilderness Photographs, box 2)



commander of the 5<sup>th</sup> Corps and the commander of his 4<sup>th</sup> Division, Brigadier General James S. Wadsworth. The northern extension of this trail north along the Federal works north of the turnpike was named the Wright-Humphreys Foot Trail after Brigadier General Horatio Wright, commander of the 1<sup>st</sup> Division of the Union 6<sup>th</sup> Corps, and Major General Andrew A. Humphreys, Chief of Staff to Major General George Meade. The third trail proposed by the park commission, the Early Foot Trail, was a loop trail northwest of Saunders Field along the maze of Confederate works and the Federal works taken over by the Confederates during Gordon's Flank Attack. It commemorated Major General Jubal A. Early, commander of a division in Lieutenant General Richards S. Ewell's Confederate 2<sup>nd</sup> Corps.<sup>56</sup>

The park service added two short trails through the Tapp Farm that commemorated commanders in Lieutenant General A. P. Hill's Confederate 3<sup>rd</sup> Corps (see fig. 1.114). The Poague Battery Trail, which extended along the earthworks from Hill-Ewell Drive south to the Orange Plank Road in front of Lee's Headquarters, commemorated Lieutenant Colonel William T. Poague who commanded an artillery battalion. The Heath-Field Foot Trail, which extended along the parallel works to the rear of Lee's Headquarters, commemorated Major General Henry Heath and Major General Charles W. Field who commanded infantry divisions.<sup>57</sup>

One of the first trails to be built by the CCC was the Wright-Humphreys Foot Trail between Route 20 and Route 3, which was completed by September 1934. The other four trails were completed between 1934 and 1936, all according to park service plans following a rustic style to harmonize with the wooded surroundings. The trail beds, approximately five feet wide, were graded and drainage ditches and other structures were added where necessary (fig. 1.125). At steep slopes such as leading down to creeks, the CCC built steps out of railroad ties or logs (figs. 1.126, 1.27). Small streams were crossed by stepping-stones, while larger streams were crossed by footbridges. Substantial bridges with stone abutments, log stringers,



**Figure 1.126. Railroad-tie steps on the Warren-Wadsworth Foot Trail leading up a steep bank, probably south of the North Branch Wilderness Run, looking south, ca. 1937. (Fredericksburg and Spotsylvania National Military Park, Wilderness Photographs, box 2)**



**Figure 1.127. Log steps and a stepping-stone creek crossing at an unidentified location on the Warren-Wadsworth Foot Trail, ca. 1936. (Fredericksburg and Spotsylvania National Military Park, Wilderness Photographs, box 2)**

and log railings were built across the Widow Tapp Spring Drain and North Branch - Wilderness Run on the Warren-Wadsworth Foot Trail (figs. 1.128, 1.129). The Wright-Humphreys Foot Trail bridge over Kenton Run near Route 3 was built of white oak logs split and laid with the smooth side down. At the head of the Warren-Wadsworth and Wright-Humphreys foot trails on Orange Plank Road and Route 20, the park maintained mown grass beneath thinned woods, with pull-off parking areas lined by log railings (figs. 1.130, 1.131). The Wright-Humphreys Foot Trail crossed Route 3 and followed State Route 667, a newly built alignment of the battle-era Grymes Road. This new road, renamed Vacluse Road (name of the Grymes plantation) provided access to a segment of the Wright-Humphreys Foot Trail that extended along the northern end of Sedgwick's line. Along Orange Plank Road, no parking was built at the head of the Poague Battery Foot Trail at the Monument Lot with the Lee to the Rear and Texas Brigade stone markers, or at the Heath-Field Foot Trail to the west.<sup>58</sup>

Superintendent Branch Spalding was enthusiastic about the park's trails, reporting in 1935 that they were "valuable additions to the park, providing as they do not only significant historical strolls, but beautiful woodland walks."<sup>59</sup> The public was apparently less interested in the trails, perhaps on account of their length—the Warren-Wadsworth Foot Trail was over four miles out and back, without any opportunity for shorter loops. Park staff also observed that visitors, nearly all of whom arrived by private automobile, were not willing to walk.<sup>60</sup>

Figure 1.128. Foot bridge under construction across the North Branch Wilderness Run on the Warren-Wadsworth Foot Trail, May 22, 1936. (Fredericksburg and Spotsylvania National Military Park, Wilderness Photographs, box 2)



Figure 1.129. Completed foot bridge on the Warren-Wadsworth Foot Trail, probably across the Widow Tapp Spring Drain, ca. 1936. (Fredericksburg and Spotsylvania National Military Park, Wilderness Photographs, box 2)



#### *Developed Areas—Visitor Orientation and Lunching Facilities*

During the first two years of National Park Service administration, the CCC headquarters building at camp MP-4 on Route 20 served as the station for the park rangers, who provided visitors with free guide service. In 1935, the park began developing a separate visitor information area at the nearby intersection of the Confederate line and Route 20, across from the United Daughters of the Confederacy marker dedicated in 1927. This site replaced the park commission's earlier plans for three primary park entrances at the Confederate and Federal lines on Route 20, and the Federal line on Route 3. The new visitor area, along with those at Chancellorsville and Spotsylvania Court House, served as a satellite site to the park's headquarters and museum in Fredericksburg, and contained a ranger station, comfort stations, and interpretive materials.<sup>61</sup>

Figure 1.130. Trailhead parking under construction along Route 20 (Orange Turnpike) at the Warren-Wadsworth and Wright-Humphreys foot trails, looking north, ca. 1936. (Fredericksburg and Spotsylvania National Military Park, Wilderness Photographs, box 2)

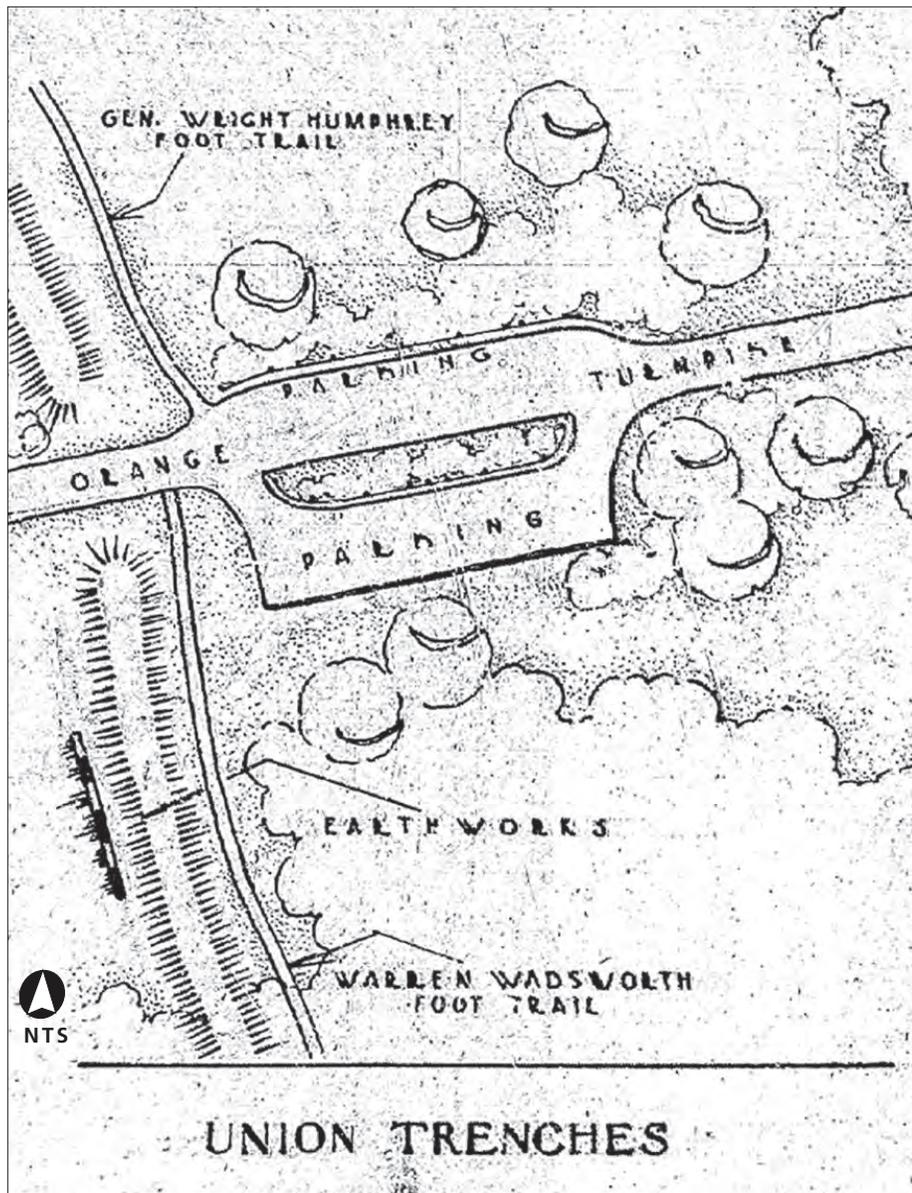


Figure 1.131. Plan of the Route 20 trailhead at the Warren-Wadsworth and Wright-Humphreys foot trails. (Detail, "Wilderness Battlefield, Part of the Master Plan Fredericksburg-Spotsylvania National Military Park," Developed Areas Sheet 12, ca. 1940)

**Figure 1.132.** The recently completed visitor contact station, looking west along Route 20, December 1935. On the bank at left is the UDC marker dedicated in 1927. In front of the contact station is the state historical marker that was moved to this location when the building was completed. (Fredericksburg and Spotsylvania National Military Park, Wilderness Photographs, box 2)



The main feature of the visitor information area was a small, rustic building known as the visitor contact station, one of four built by the CCC at each of the Fredericksburg-area battlefields. The design of the contact stations, according to the Fredericksburg *Free Lance-Star* of May 30, 1935, “. . . will harmonize with the general landscape features so that none of the natural charm of the localities will be disturbed. . . . When completed. . . [the contact stations] will enable the Park Service to reach a great number of visitors who daily traverse the Park in ignorance of the trained staff of historians who are available to them.”<sup>62</sup> Sited on a rise opposite the intersection of Hill-Ewell Drive, the Wilderness contact station was built by CCC enrollees in fall 1935. It was a one-story frame cabin that measured 17 feet long by 12 feet wide, with vertical board siding, clapboarded gables, six-over-six sash windows with shutters, a large exterior stone chimney, and a shed-roof porch across the front supported by simple wood posts (fig. 1.132). A number of park-standard small-scale features were added to the surrounding grounds. These included a battlefield map on a table-like frame on the east side of the building, and next to it, a ground-level rose-colored concrete orientation disc that provided visitors with compass directions and distances to the other battlefields and area landmarks (fig. 1.133, 1.134). A white-painted wood flagstaff was installed in front of the contact station to fly the US flag. The Virginia state historical marker that was installed in ca. 1928 to the west was moved in front of the building. In 1936, the CCC built a parking lot west of the contact station, with a seven-inch stone base and gravel surface (fig. 1.135). Around the same time, two wooden shed-roof comfort stations, about five feet square, were erected in the woods north of the contact station. These latrines were built according to specifications in a July 1935 report by the US Public Health Service, which called for the park to build “sanitary pit privies” on high ground screened by woods.<sup>63</sup>

Probably because of the distance between the visitor contact station and the park land along Brock Road, the park decided to add visitor orientation features at the intersection with Orange Plank Road. By June 1937, a map and orientation disc

Figure 1.133. Visitors (probably with Superintendent Branch Spalding, third from left) examining the new park map and orientation disc, looking southwest with Route 20 in the background, May 1936. (Fredericksburg and Spotsylvania National Military Park, Wilderness Photographs, box 2)

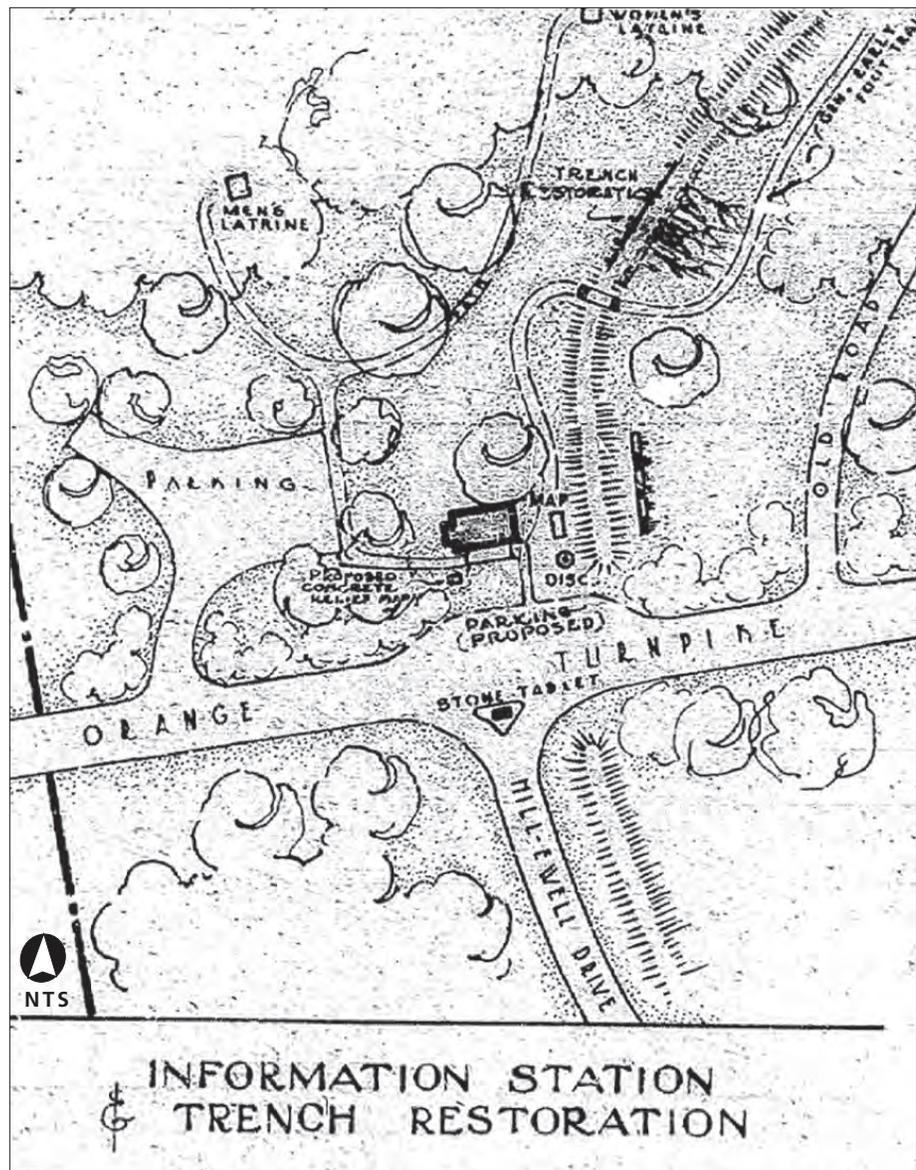
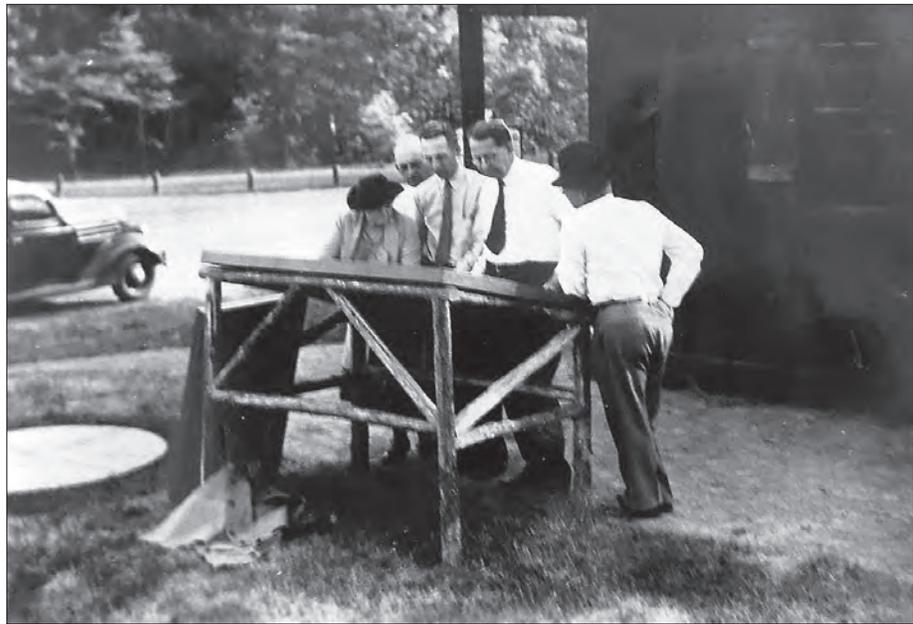


Figure 1.134. Plan of the area around the visitor contact station showing features that existed by 1940. The proposed parking along Route 20 was not built. (Detail, "Wilderness Battlefield, Part of the Master Plan Fredericksburg-Spotsylvania National Military Park," Developed Areas Sheet 12, ca. 1940)

Figure 1.135. The parking lot at the visitor contact station, looking east, February 1938. Visible in the background is the Confederate trench and Early Foot Trail. (Fredericksburg and Spotsylvania National Military Park, Wilderness Photographs, box 2)



Figure 1.136. The map, pavilion, and orientation disc at the Brock Road-Orange Plank Road intersection, looking west from Brock Road to Orange Plank Road, July 1938. In the right background are the earthworks of Hancock's line. (Fredericksburg and Spotsylvania National Military Park, Wilderness Photographs, box 5)



had been added in the cleared understory northwest of the intersection, and in the spring of 1938, a rustic wood pavilion with pine posts and cypress shingle-roof had been added over the map (fig. 1.136). The map was a bronze topographic relief of the battlefield installed on a rustic pedestal of random ashlar.<sup>64</sup>

At each of the battlefields, the park service provided visitors with places to picnic, or what were officially called “lunching facilities.” Picnic areas were a necessity at a time when there were few stores or restaurants nearby. According to Superintendent Branch Spalding, they were designed

...to meet a need which has been felt in the Park for some time; that of places where people may enjoy lunch in the outdoors. It will aid a great deal to the recreational service of the Park. Also in doing this, it will add to the educational services, since by staying through a meal time in the Park, visitors may have more time to study the battles. In most instances the educational and recreational functions of the Park go hand in hand.<sup>65</sup>

Two picnic areas were built at the Wilderness by the CCC, each with four rustic picnic tables, a stone-faced poured-concrete barbecue, a gable-roofed firewood shelter, and two comfort stations, the same design as those built near the visitor contact station. Both picnic areas were located at scenic spots along streams. One was along Hill-Ewell Drive at the North Branch – Wilderness Run, at the northeast corner of the old Higginson Farm clearing. It was initially developed in ca. 1934 with picnic tables scattered in the cleared understory near the run, and a parking area delineated by log railings in the old field to the north (fig. 1.137). In 1936 after the completion of Hill-Ewell Drive, the five-space parking area was rebuilt by the CCC on a raised embankment (fig. 1.138). The picnic area at the stream was also raised in elevation through the addition of fill that was supported along the streambanks by a rubble stone wall (fig. 1.139). The CCC also broadened the stream to create a small pond. The comfort stations were probably built at this

**Figure 1.137.** The northeast corner of the Higginson Farm clearing showing initial parking area and access to the Hill-Ewell Drive picnic area, looking east from the drive, July 1935. The excavated area beyond the sign is a channel for road run-off. (Fredericksburg and Spotsylvania National Military Park, Wilderness Photographs, box 5)



**Figure 1.138.** The CCC working on the grade of the new picnic area parking lot, looking west toward Hill-Ewell Drive, July 1936. The excavated area beyond the sign is a channel for road run-off. The path in the foreground led to the picnic tables along the South Branch - Wilderness Run. (Fredericksburg and Spotsylvania National Military Park, Wilderness Photographs, box 5)



same time, on the hillside north of the parking area screened by trees planted a few years earlier.<sup>66</sup>

The second picnic area at the Wilderness was built along Route 3 in the woods on the west side of the road where the recently built Wright-Humphreys Foot Trail crossed Keaton's Run (fig. 1.140). The four picnic tables were scattered to either side of the trail, and the two comfort stations were built to the north, near the park boundary. The focal point of the picnic area was small pond created along Keaton's Run, south of the trail bridge. As part of its master plan, park planners proposed a third picnic area—a segregated facility for African Americans hidden in the woods at the intersection of Poague Battery Foot Trail and Hill-Ewell Drive, at the north end of the Tapp Farm (fig. 1.141). According to a park report, the site “is so situated behind concealing woodland that there is no possibility of its seeming to be obtrusive to the park visitor.”<sup>67</sup> As of 1940, the picnic area was still

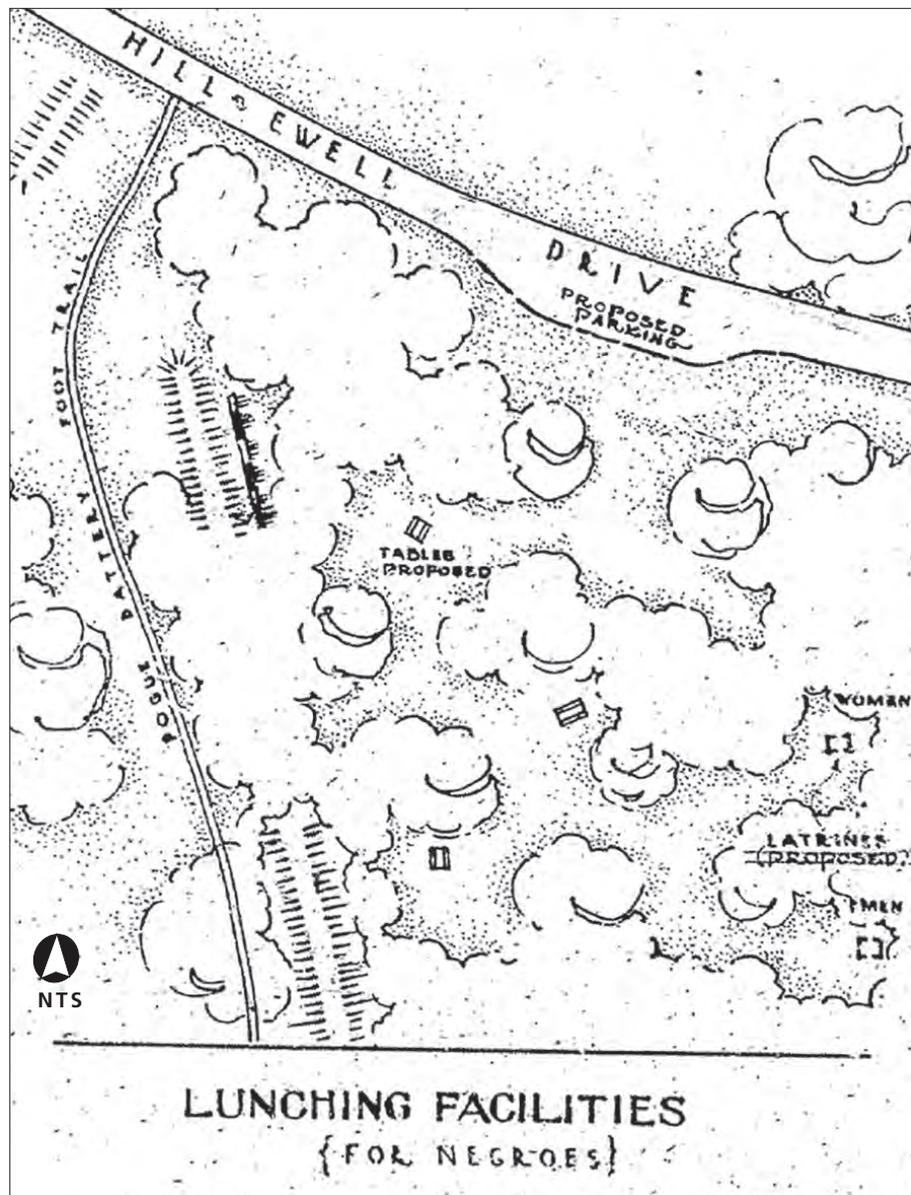
**Figure 1.139.** The recently elevated picnic area, stone retaining wall, and pond at the Hill-Ewell Drive picnic area, looking northeast from Hill-Ewell Drive, July 1938. (Fredericksburg and Spotsylvania National Military Park, Wilderness Photographs, box 5)



**Figure 1.140.** The site of the planned picnic area along the recently built Wright-Humphreys Foot Trail, looking west from Route 3, ca. 1936. (Virginia State Chamber of Commerce Photographs, Library of Virginia, photograph VCC/N/images/003167-008)



Figure 1.141. Plan of the proposed segregated picnic area off Hill-Ewell Drive and the Poague Battery Foot Trail, ca. 1940. (Detail, "Wilderness Battlefield, Part of the Master Plan Fredericksburg-Spotsylvania National Military Park," Developed Areas Sheet 12, ca. 1940)



proposed, but the plans were most likely put on hold due to US entry into World War II.<sup>68</sup>

#### *Roadside Planting and Forestry*

Much of the CCC's work at the Wilderness was dedicated to improving the roadsides and adjacent woods. By January 1934, most of the Wilderness CCC camp was engaged in "landscape planting"—transplanting trees and shrubs along Hill-Ewell and Longstreet drives, as well as onto park land that bordered the public roads. Fifteen of the CCC enrollees from the Wilderness were working on fire hazard reduction and "roadside clean-up" that involved removing dead and downed material, and cutting stumps close to the ground. CCC enrollees also spent significant time in pruning or removing vegetation that obscured earthworks

<sup>69</sup>

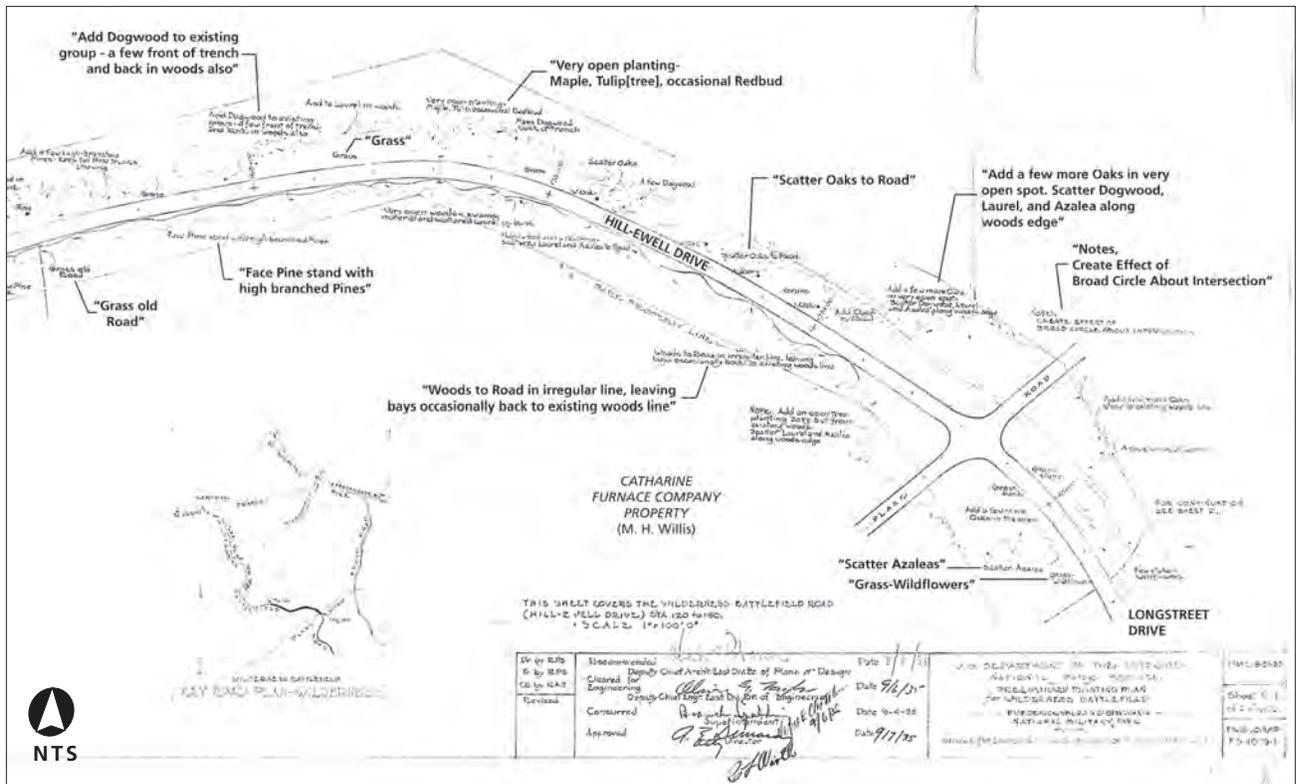


Figure 1.142. National Park Service planting plan for Hill-Ewell and Longstreet drives near Orange Plank Road, August 1935. Although labeled a preliminary plan, this was most likely the version used to guide landscape work along the park drives, since planting was undertaken the following fall. (Eastern Branch - Division of Plans and Design, "Preliminary Planting Plan for Wilderness Battlefield," August 30, 1935, National Park Service, Technical Information Center, drawing FRSP 326 1079, detail of sheet 1)

Landscape architects in the National Park Service Eastern Division- Branch of Plans and Design developed planting plans for the park drives throughout the Fredericksburg-area parks. Most of the plant stock was transplanted by the CCC from private land near the park. In a November 1935 report to the Chief Forester on the work of the CCC at the Fredericksburg-area parks, it was noted, "The major project in all three areas [camps] is the moving and planting of trees and shrubs. . . The park is very fortunate in being able to secure all the trees and shrubs they need from neighbors of the park at no cost. . . The crews have become very proficient in digging, balling, burlapping, and loading the trees. . ." <sup>70</sup>

Preliminary planting plans for Hill-Ewell and Longstreet drives were completed in August 1935. The plans provided detailed guidance on the location of the plantings, as well as existing trees to maintain and prune, and where to establish grass and wildflowers (fig. 1.142). The plans called for planting oak, tulip-tree, maple, dogwood, redbud, huckleberry, azalea, and laurel. These new plantings were generally used to beautify the landscape and naturalize the edges of the woods that had been cleared during road construction (fig. 1.143). One area that received early attention was where Hill-Ewell Drive curved close to the post-battle Hall farmstead, within the battle-era Jones Field (Ellwood). Here, the CCC transplanted a thick border of Eastern red-cedar, oaks, and shrubs to block views of the post-battle farmstead (fig. 1.144). <sup>71</sup>

By 1938, when most of the roadside planting had been completed, Superintendent Branch Spalding reported, "The result is pleasing in the extreme. The roads in the park. . . have come to be exceptionally beautiful drives." That year alone, the

**Figure 1.143.** CCC enrollees planting trees along Hill-Ewell Drive, looking south from the southern end of the Higgeson Farm following completion of the road work, December 1935. The fields in the distance are the Hall Farm partly on the battle-era Jones Field. (Fredericksburg and Spotsylvania National Military Park, Wilderness Photographs, box 3)



**Figure 1.144.** A thick border of trees and shrubs transplanted in 1935 to screen the Hall farmstead (roof of one building visible in right distance), looking northwest along Hill-Ewell Drive from the south Hall Farm entrance road, July 1937. (Fredericksburg and Spotsylvania National Military Park, Wilderness Photographs, box 3)



CCC planted 15,508 trees and shrubs along 5.5 miles of major park drives in the Fredericksburg-area battlefield parks. The CCC also improved plantings on park land along the public roads, including Route 20, Route 3, the Orange Plank Road, and Brock Road by clearing understory and maintaining mown grass, but apparently did not undertake the extensive plantings that it did along the park drives (fig. 1.145).<sup>72</sup>

#### *Historic Scene Restoration*

The screening plantings made along Hill-Ewell Drive at the Hall farmstead were part of what the park service termed “scene restoration”—an effort to reestablish historic landscape features of the 1864 battlefield, which in the case of the Hall farmstead required reestablishing native woods to screen non-historic buildings from view. Scene restoration also included addition of historical-style features

Figure 1.145. Thinned woods, cleared understory, and mown grass on park land adjacent to Brock Road and Orange Plank Road, looking north across the intersection, ca. 1935. The two roads were rebuilt by the state in ca. 1933. (Fredericksburg and Spotsylvania National Military Park, Wilderness Photographs, box 2)



Figure 1.146. Antebellum-style worm fences under construction along the park boundary at Hill-Ewell Drive as part of a scene restoration effort, probably looking south through the Hall Farm (Jones Field), April 1934. (Fredericksburg and Spotsylvania National Military Park, Wilderness Photographs, box 3)



that evoked the 1864 character of the battlefield, such as antebellum-style worm fences built along Hill-Ewell Drive at Chewning, Hill, and Higgeson farm fields (fig. 1.146). These fences were built with chestnut logs from Shenandoah National Park. This work was an integral component of the park's interpretive program together with signs and ranger guides, and fit within the larger National Park Service philosophy of landscape harmonization.<sup>73</sup>

At the Wilderness, the park's program of scene restoration was limited by the amount of land in federal ownership. Restoration of Saunders Field, for example, was not possible because most of it was private property. The biggest component of scene restoration was treatment of the earthen gun pits and breastworks, generally called trenches, which had eroded and become obscured by vegetation during the seven decades since the battle. Rather than returning these works to their Civil War-era appearance, the park initially focused on stabilization and

“thinning for effect and visibility...in order that the public may see them.”<sup>74</sup> For several years, CCC crews cleaned up debris, removed shrubs and other understory vegetation, and limbed up trees to make the trenches visible from trails and roads (fig. 1.147). After clearing, the works were sodded to prevent erosion, using native fescue grasses to give a “natural effect” (fig. 1.148).<sup>75</sup> Large trees on the earthworks were left in place, which avoided ground disturbance and was in keeping with the park service’s tradition of natural resource preservation.<sup>76</sup>

As work on the trenches got underway, Superintendent Branch Spalding and park service historians began to explore the possibility of restoring or reconstructing sample defensive works at each of the Fredericksburg-area battlefields for interpretive purposes. Rather than construct new works to depict the historic ones, they decided on accurately restoring segments of historic works, based on research and archeological investigations to determine historic profiles. At the

**Figure 1.147. CCC enrollees clearing the trenches along Early’s line at an unidentified location, September 1935. (Fredericksburg and Spotsylvania National Military Park, Wilderness Photographs, box 1)**



**Figure 1.148. Trenches and gun pits at an unidentified location on the Wilderness battlefield showing completed clearing and sodding, May 1940. (Fredericksburg and Spotsylvania National Military Park, Wilderness Photographs, box 1)**



Figure 1.149. A rebuilt gun pit (foreground) and breastwork (background) on Early's line near the visitor contact station, looking east, April 1936. These works were accessed from the Early Foot Trail. (Fredericksburg and Spotsylvania National Military Park, Wilderness Photographs, box 1)



Wilderness, the log walls and earthen parapets of a gun pit and a section of trench on Early's line north of the visitor contact station were rebuilt in spring 1936 (fig. 1.149, see also fig. 1.134). The logs were reinforced by hidden wiring and treated with creosote as a preservative, and salt was added to the parapets to keep down new growth. An abatis was laid down in front of the parapets.<sup>77</sup>

#### *Monuments, Markers, and Signs*

Given the National Park Service's emphasis on interpretation, it developed a much more extensive system of signage than the small metal tablets and maps that had been proposed by the park commission and War Department. While it implemented the earlier plans for metal tablets (substituting painted metal for the originally specified bronze), most of the new markers and signs installed during this period were small and made of inconspicuous materials that did not intrude on the so-called historic scene and fit the agency's rustic aesthetic. The park did not encourage the placement of new monuments to mark and commemorate battle lines in the manner of Gettysburg and other national military parks developed by the War Department.

The National Park Service retained the four commemorative works that existed within the park boundaries at the time of the transfer in 1933—the United Daughters of the Confederacy marker (relocated in 1937), the Hays Memorial, Texas Brigade stone, and Lee to the Rear marker. The Nance marker along Orange Plank Road and Stonewall Jackson arm marker at Ellwood were outside park property. The park oversaw the addition of just two commemorative works at the Wilderness during this period, and both fit the rustic character of the park landscape.

**Figure 1.150. The Wadsworth Memorial erected in 1936, looking northwest from Orange Plank Road, 1939. Note laurel planted around the monument and woodland edge. (Fredericksburg and Spotsylvania National Military Park, Monument Photographs)**



In 1936, New York Congressman James Wadsworth visited the Wilderness Battlefield and found a small park sign marking the site where his grandfather and namesake, General James Wadsworth, had been killed on May 6, 1864 along the north side of Orange Plank Road about 400 yards east of Hill-Ewell Drive. This was outside of park boundaries in the woods on former Catharine Furnace Company property owned in the early 1930s by Mason H. Willis, the Fredericksburg hardware store proprietor and timber-land owner. Wadsworth decided to erect a memorial at his own expense, and purchased a 0.06-acre (2,613 square-foot) parcel that had been verified as the wounding site by park historians. Probably at the behest of the park, Wadsworth's original design as of April 1936 was for a rustic monument consisting of a tablet affixed to a boulder. By June 1936, he had settled on a larger rustic-style monument that consisted of a rectangular random-ashlar shaft that measured eight feet high and six feet wide. It featured a bronze tablet with a bas relief of the general that was sculpted by the Danish-American artist Carl C. Mose (fig. 1.150). Mose worked as a Works Progress Administration artist and was a former faculty member of the Corcoran School of Art in Washington, DC After the monument was erected in late 1936, the Wadsworth family offered the monument and its tiny parcel to the National Park Service, but there were concerns about its isolation from park property (Superintendent Branch Spalding had tried to convince Wadsworth to place the monument on park property). It was not until 1941 that the deed from Congressman Wadsworth's sister, Harriet W. Harper, was conveyed to the park.<sup>78</sup>

The second commemorative work added to the Wilderness during this period commemorated the 12<sup>th</sup> New Jersey Volunteers, a regiment of Hancock's 2<sup>nd</sup> Corps that assisted General George W. Getty's division in holding the Union line along Brock Road. The regiment also served at Chancellorsville. The idea for the monument came from Alvin S. Crispin of Woodstown, New Jersey, a descendant of the 12<sup>th</sup> New Jersey Volunteers who had support in the New Jersey senate

Figure 1.151. The 12<sup>th</sup> New Jersey Volunteers marker dedicated in 1942, looking southeast with Brock Road in the background, ca. 1950. (Fredericksburg and Spotsylvania National Military Park, Monument Photographs)



for erecting a monument. Crispin contacted Superintendent Branch Spalding in July 1939 with his proposal, and Spalding encouraged him to also seek state funding for land acquisition as part of the memorial. The state agreed, and after considering a five-acre site at Chancellorsville, it provided funding for the park to purchase a 20.79-acre tract at the southwest side of the Orange Plank Road-Brock Road intersection near where the regiment fought. The land, formerly part of the Catharine Furnace Company property, was purchased by the park in 1941 from Mason H. Willis, who at the time was the city clerk of Fredericksburg. The New Jersey monument committee initially proposed an upright bronze marker, but probably at the park's insistence, chose an inconspicuous rustic design consisting of a plaque on an upright 4.8-foot-high unfinished stone slab (fig. 1.151). The tablet was made by John W. Doyle and Company of Philadelphia. The monument was placed on the new park property, ten feet south of the Orange Plank Road and 100 feet west of Brock Road. A dedication ceremony planned for Memorial Day 1942 was canceled due to World War II.<sup>79</sup>

During its earliest years, the National Park Service used temporary wood identification and narrative tablets that the War Department had begun to install, while it continued to research the proper text for permanent fixtures. The wood tablets, probably made by the CCC, were small rectangular painted-and-framed boards set on low posts that identified and, in some cases, narrated features such as earthworks, roads, and trails (fig. 1.152). As late as August 1935, Superintendent Spalding was reporting that “wooden historical inscription markers” were still being erected “pending settlement of the bronze marker [tablet] problem.”<sup>80</sup> Within a year or so, the park service began installing the permanent metal identification tablets that were a War Department design and a departure from the park's preferred rustic style (fig. 1.153). Instead of bronze, the tablets featured an angled black-painted metal plaque with raised white or silver-painted lettering on a gray-painted metal concrete-filled hexagonal posts, and stood approximately

Figure 1.152. Temporary wooden identification and narrative tablets at the entrance to the Wright-Humphreys Foot Trail (left) and along Hill-Ewell Drive or the Warren-Wadsworth Foot Trail at Parker's Store Road (right), 1935. (Fredericksburg and Spotsylvania National Military Park, Wilderness Photographs, boxes 2, 5)



Figure 1.153. A permanent War Department-style identification tablet that marked the Confederate trenches of Hill's Corps along Hill-Ewell Drive, ca. 1940. (Fredericksburg and Spotsylvania National Military Park, Wilderness Photographs, box 1)



three feet in overall height. These were only used to identify features, not as narrative devices. Similar tablets had been used by the War Department at national cemeteries beginning in the 1880s, and at national military parks in the 1890s.<sup>81</sup>

Soon after taking over administration in 1933, the National Park Service erected simple, large white-painted signs where the park land intersected the public roads. These identified the park and features such as the Confederate and Federal trenches. By 1935, that park refined the design and erected additional signs that narrated battlefield action at particular sites. The new signs were approximately six feet tall and featured a Colonial Revival-style signboard with green lettering on a white board and a scrolled pediment-like top (fig. 1.154). Within a few years, the park decided that these signs were incompatible with the rustic character of the battlefield landscape. In 1938, it adopted a new standard consisting of a less

Figure 1.154. Example of the standard Colonial Revival-style entrance and narrative signs, looking north at the south entrance sign to Hill-Ewell Drive soon after its installation, October 1935. (Fredericksburg and Spotsylvania National Military Park, Wilderness Photographs, box 3)



Figure 1.155. Example of the rustic entrance and narrative signs installed beginning in ca. 1938, showing a set along Orange Plank Road, ca. 1950. The marker below the right sign was probably a so-called N Marker installed in the late 1940s. (Fredericksburg and Spotsylvania National Military Park, Wilderness Photographs, box 5)



conspicuous brown Masonite signboard with yellow lettering, set within a stained wood frame supported by wood posts with pointed finials (fig. 1.155).<sup>82</sup>

In addition to these narrative signs, the park also installed a system of rustic directional signs in the latter 1930s to guide visitors toward trails and historic sites. These short, stained wood signs featured mast-arms that supported hanging signboards with painted or incised yellow lettering (fig. 1.156). The mast arm was an arrow that pointed in the direction of the marked feature.

### The Wartime Park

CCC camp MP-4 and the entire CCC program was a casualty of the US war mobilization that began in earnest following President Roosevelt's declaration of a limited National Emergency in September 1939 following the Nazi invasion of

Figure 1.156. Example of rustic directional sign near Route 20 and the visitor contact station, November 1937. (Fredericksburg and Spotsylvania National Military Park, Wilderness Photographs, box 5)



Poland. US entry into World War II in December 1941 brought about additional constraints in the park's personnel and budget due to military inscription and tire and gas rationing. Ground work was curtailed, trails were not maintained, and the Hill-Ewell and Route 3 picnic areas were closed. Only one picnic area was maintained in the park, at Fredericksburg. During the 1944-45 fiscal year Superintendent Tyler Kiener reported, "Completion of another fiscal year under the crippling restrictions and rations of a war economy finds F-N-M-P-losing ground in its struggle against the wear and tear of time and the elements."<sup>83</sup>

Despite the wartime restrictions, there was some new development in the Wilderness park. Jackson Trail West that extended through the southeast end of Wilderness Battlefield was completed in 1943 thanks to the labor of Army troops who were stationed in the area and used the battlefields for practice. The new rustic park drive extended from Brock Road south along Hancock's Union works into the Stephens Farm.<sup>84</sup>

CCC Camp MP-4 closed in April 1941, and CCC Company 2329 moved to the Chancellorsville camp where it remained until March 1942, when the CCC program at the park ended and the remaining men transferred to Army service. The Chancellorsville and Wilderness camps were transferred to the custody of the US Army, Third Service Command shortly thereafter. In accordance with the Development Plan for Wilderness Battlefield, part of the park's master plan finalized around 1942, the Army razed all buildings at the Wilderness camp in 1943, except for the Utility Building. The site of MP-4 was not entirely restored to its pre-1933 condition: the grade of the teardrop-shaped entry drive was left, along with the concrete that outlined the camp name.<sup>85</sup>

The removal of the CCC camp was a minor change to the park landscape compared to extensive logging operations that were occurring adjacent to park lands to meet the heated war-time market for timber. This logging began soon

after declaration of the Limited National Emergency. Superintendent Branch Spalding wrote in December 1940 that logging operations were underway adjacent to park property, and that they would “. . .in time, will erase from the map our Wilderness Battlefield.”<sup>86</sup> Areas logged during wartime included the woods east and west of the park land north of the visitor contact station, Ellwood plantation north of Hill-Ewell Drive, the Dempsey tract (Saunders Field), the old Catharine Furnace lands along Brock Road, Orange Plank Road, and Longstreet Drive, and the Greenfield Plantation south of Longstreet Drive. In many areas, there were just narrow strips of woods left along the park drives; along Orange Plank Road, the logging cleared right up to the road. Most these woods had probably stood uncut since the battle in 1864. In ca. 1943, Superintendent Tyler Kiener reported that these logging operations “are doing much to destroy the character of the country.”<sup>87</sup>

### **THE WILDERNESS COMMUNITY**

Acquisition and development of park land caused or coincided with a number of changes in the Wilderness community that surrounded the national military park between the late 1920s and the end of World War II. Despite this, the overall patterns of isolated farm clearings within large expanses of forest remained little changed from prior to the park’s establishment in 1927 until the advent of large-scale logging during World War II.

Although still lightly developed, the Wilderness became less isolated during this period, not only through development of the national military park, but also due to the state’s program of highway improvements. Most of the improved roads featured widened travel lanes and hardened, all-weather pavement (oiled gravel). Route 20, originally designated Route 374, was improved by ca. 1928 to connect the recently improved Route 3 with Orange and Charlottesville to the west. The intersection with Route 3 was realigned to avoid the battle-era crossing of Wilderness Run by curving north along the west bank of the creek, through what was then the Jennings Farm within the antebellum limits of Ellwood Plantation (fig. 1.157). In 1932, Virginia passed the Byrd Road act, which brought almost all of the local public roads under state control and maintenance. Brock Road, designated Route 210 (presently 610), and Orange Plank Road, designated Route 621, were improved in ca. 1933, although the plank road did not receive a hardened, all-weather surface. The fourth improved state road was Route 667, which was the battle-era Grymes Road that was realigned in ca. 1935 to extend through the park property along Route 3 at the Wright-Humphreys Foot Trail. Like the Orange Plank Road, it did not receive an improved all-weather surface. By the early 1940s, there was still an active gold mine north of park property on the old Vaucluse Mine Tract.<sup>88</sup>

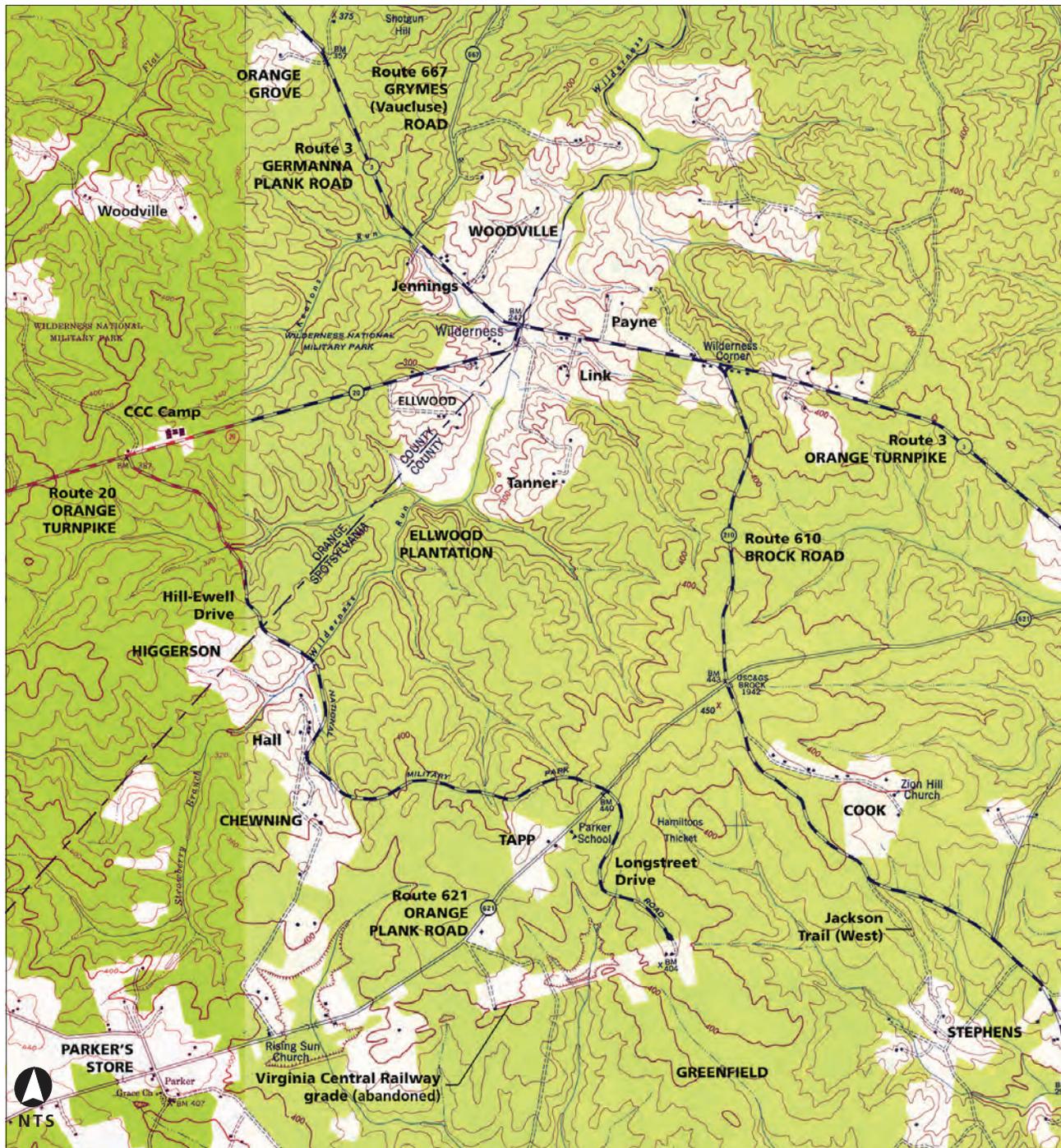


Figure 1.157. Topographic map of the Wilderness showing improved state highways, extent of woods, and farm clearings in 1943. The roads with heavy dashed lines indicate medium-duty, hard-surfaced (oiled, compacted) roads. The outlined roads were classified as loose-surfaced, dry weather roads. (Detail, USGS Chancellorsville and Mine Run quadrangle maps, 1943, annotated by

### Ellwood Plantation

The federal acquisition of park land along the Confederate and Federal lines in ca. 1931 was the beginning of several significant changes to Ellwood. At the time, the old plantation was still farmed by Lucy and Evander Willis, the parents of Ellwood's owner since 1907, Hugh Willis, who was a professor of law at Indiana University. He had lost his lawsuit against the federal government for the property takings, and in 1931, Lucy died. Evander Willis was then eighty-six and could not continue to run the farm himself. On January 28, 1933 just prior to the transfer of the national military park to the National Park Service, Hugh Willis conveyed

Figure 1.158. Ellwood Manor Farm's Angus cattle grazing in the field north of the Ellwood house, looking northeast across the valley of Wilderness Run, ca. 1940. (Collection of Carolyn Elstner)



the 1,442-acre Ellwood property to his sister, Blanche Jones, and her son Gordon, with the provision that Blanche's husband Leo would run the farm operation. Hugh Willis retained his right to the timber on the southern Ellwood tracts. The Joneses (no relation to the antebellum owner, William Jones) developed a modern livestock operation named Ellwood Manor Farm (fig. 1.158). The post-Civil War Ellwood tenant house along the north side of Route 20 remained a separately-owned private residence during this period, as was the Alexander Cemetery on the south side of Route 20 with its board-and-batten chapel.<sup>89</sup>

The Joneses made a number of changes to Ellwood, but overall retained the limits and general organization of their portion of the antebellum Ellwood clearing (fig. 1.159). The antebellum Ellwood house, updated with shingle siding and surrounded by a picket fence, remained the core of the old plantation and its only remaining antebellum building (fig. 1.160). The farm received a new barn to house Leo Jones's herd of Angus cattle, along with a stone building near the house that served as a farm office. Several post-battle barns and sheds were removed from west of the house. To improve access to the farm from the recently improved Route 20, the Joneses built a new entrance drive in ca. 1933 that approached the house from the west, and abandoned the antebellum entrance road that approached from the north.<sup>90</sup>

Aside from the development of Hill-Ewell Drive and the Warren-Wadsworth Foot Trail, the forested land of Ellwood south of the clearing remained little changed for most of this period. Parker's Store Road was probably seldom traveled prior to 1927, but with the park acquisitions, disappeared as a through-route to the south. Just off the northern end of this road on a rise known as Fox Hill, Leo and Gordon Jones built a log cabin in ca. 1934. With the advent of war-time for demand for timber during World War II, the quiet of these woods changed drastically. Hugh Willis, who held the rights to timber on the southern Ellwood



Figure 1.159. Aerial photograph of the Ellwood clearing showing Ellwood Manor Farm, the Tanner Farm, Lyons Farm, Jennings Farm, Link Farm, and improved state roads, 1937. At the time, the park owned no property in the photographed area. (Fredericksburg and Spotsylvania National Military Park, annotated by SUNY ESF)



Figure 1.160. The Ellwood house following renovations by Leo and Blanche Jones, looking southwest, ca. 1940. (Fredericksburg and Spotsylvania National Military Park, Ellwood site files)

tracts, took advantage of the new market and sold off hundreds of acres, right up to the park property boundaries.<sup>91</sup>

### *Jennings and Tanner Farms*

The farms subdivided from the Ellwood clearing after the Civil War remained little changed in extent and overall organization during the early period of the national military park (see fig. 1.159). Growth of trees along Wilderness Run created an increasing spatial divide through the center of the clearing. The Jennings farmstead along the old Ellwood entrance road north of Route 20, built by the Johnston family in ca. 1880, still stood, but a strip of land to the east was taken for the realignment and rebuilding of Route 20 in ca. 1928, and the War Department acquired an 11.24-acre strip along the northwestern boundary that followed Sedgwick's line. The eastern half of the Ellwood clearing was still owned by the Tanner family, who had purchased the property in 1883 and built two farmhouses on the top of the ridge. To the north, the Link Farm along the old Germanna Plank Road occupied a portion of Ellwood plantation property, but most of the farm was within the antebellum Wilderness Tract.<sup>92</sup>

### **Orange Turnpike Places**

The battle-era character of the Orange Turnpike corridor continued to fade during this period with the realignment of the Route 20 intersection in ca. 1928 and abandonment of the Wilderness Run bridge, which followed the more substantial changes from construction of the Route 3 bypass in ca. 1921. The bypassed section of the Orange Turnpike through the Link Farm east of Wilderness Run became a secondary farm road to the Tanner Farm (present Lyons Lane), but was still marked by roadside trees (see fig. 1.159).

### *Wilderness Tract—Payne-Link Farm*

Although Wilderness Tavern was an important landmark during the Battle of the Wilderness and the location of Union encampments and a hospital, it was not incorporated into the national military park, presumably because it was part of an active farm and was not along a battle line that formed the structure of the park under the Antietam system. Despite this, the National Park Service park historian, Ralph Happel began researching the history of the tavern to clarify where the building was located, since the two-story antebellum house (tavern dependency) occupied by F. H. Johnson across Route 3 was often confused as being the tavern building (see fig. 1.159). Happel determined that the tavern had stood on the north side of Route 3, across from Mr. Johnson's house. The remains of the brick foundation were probably obliterated with the construction of the Route 3 bypass in ca. 1921. Probably at the suggestion of Ralph Happel, historians with the Works Progress Administration, a federal work-relief agency, surveyed the tavern site in



**Figure 1.161.** The deserted Wilderness Store (left), looking southwest across Route 3, and Johnson house (antebellum store), looking northeast along the old Orange Turnpike, 1935. The billboard on the store, for the Endless Caverns 75 miles west on Route 3, was probably installed to capture the attention of tourists visiting the national military park. (Ralph Happel, "Report on the locations of the Old Wilderness Tavern....," 1935, Fredericksburg and Spotsylvania National Military Park, Wilderness Tavern site files)

April 1936. The surveyors noted that there was nothing that marked the location of the tavern.<sup>93</sup>

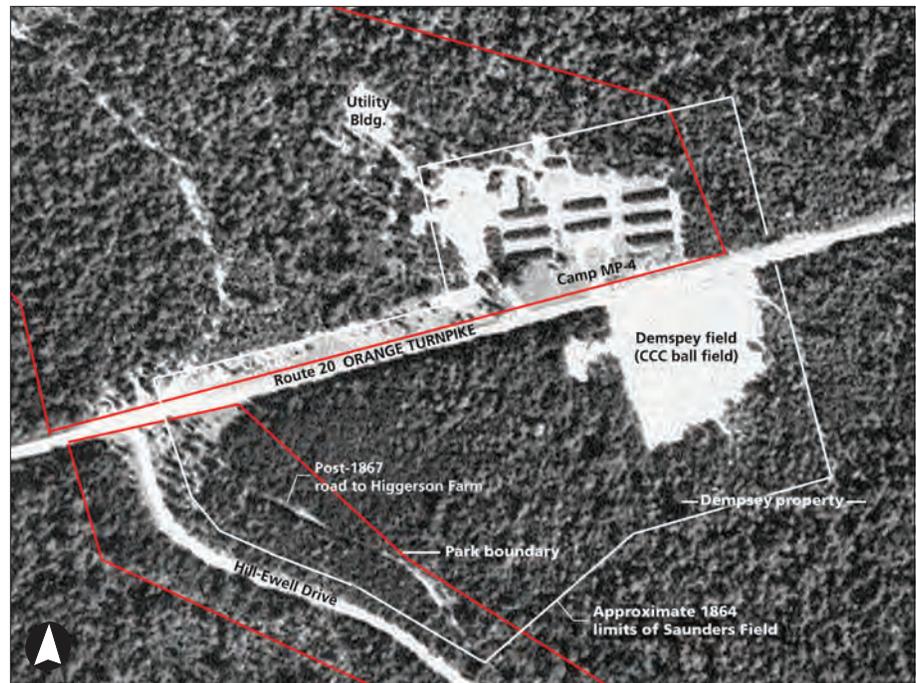
The Johnson house, which most likely housed the Wilderness (Simms) Store prior to the Civil War, was a tenant house on the farm owned by the Link-Payne family that had been part of the Wilderness Tract and Ellwood during the antebellum period. Next door to the east was the one-story Wilderness Store built in ca. 1899, which Ralph Happel reported in 1935 as being deserted (fig. 1.161). The Links built a large dairy barn at their farmstead south of the store and Johnson house along the old Germanna Plank Road around 1935. By this time, the farm on the northern part of the Wilderness Tract north of Route 3, where the Paynes had built a farmstead after the Civil War, had been sold to J. P. Dempsey.<sup>94</sup>

#### *Saunders Field*

In June 1929, the tract that contained the southern part of Saunders Field was acquired by James and Gladys Dempsey of Fredericksburg from Harleston O. Lewis. She or her late husband had recently acquired the property from the Allen family, the owners since the Battle of the Wilderness. The portion of Saunders Field north of Route 20 was owned by P. T. Purcell, who had inherited the property from C. W. Purcell in 1882. On November 30, 1931, the War Department acquired 135.1 acres from Purcell that included all of the northern part of Saunders Field. A month earlier, the War Department acquired the western edge of the southern part of Saunders Field along Ewell's works, from James and Gladys Dempsey.<sup>95</sup>

Aside from construction of the CCC camp, and park development along Hill-Ewell Drive, the Early Foot Trail, and at the visitor contact station, most of the Dempsey and Purcell properties that included Saunders Field remained wooded during this period (fig. 1.162). One exception was the small field that James Dempsey cleared across from the CCC Camp in ca. 1934 that was used as a ball field up until 1938. During World War II, Dempsey presumably took advantage of the wartime demand for timber and logged a large area east of Hill-Ewell Drive.<sup>96</sup>

Figure 1.162. Aerial photograph of Saunders Field showing clearings made during the early park period, photographed 1937. The white line indicates the approximate 1864 limits of the Saunders Field clearing, and the red line is the park property boundary. (Fredericksburg and Spotsylvania National Military Park, annotated by SUNY ESF)



### *Higgeson Farm*

When the national military park was established in 1927, the Higgeson Farm was the property of M. Dempsey, whose family owned numerous tracts in the area. By 1930 when the War Department had surveyed land for acquisition through the Higgeson farm, the core of the farm including the antebellum house had been subdivided and was owned by R. C. Cronk. M. Dempsey retained the southern part of the farm with its post-battle farmstead at the southwestern corner (off present General Jenkins Drive), as well as a remaining strip of land east of the park land (see fig. 1.105). By the mid-1930s, the Higgeson house was rented to Arthur Lee. With construction of Hill-Ewell Drive in 1931-32, the entrance road from Route 20 was abandoned, and a short drive was constructed east from the Higgeson house to Hill-Ewell Drive. In ca. 1936 while Arthur Lee was living in the house, it burned to the ground, leaving just one of the massive stone chimneys standing (fig. 1.163).<sup>97</sup>

### **Germanna Plank Road Places**

Like the Orange Turnpike, the antebellum character of the Germanna Plank Road continued to fade during this period following reconstruction of the portion west of Wilderness Run as Route 3 in ca. 1921. The section to the east that was abandoned as a public road after 1921 became little more than a trace, except for a short section within the Ellwood clearing near the Link farmstead that was still lined by roadside trees and partly served as access to the Tanner Farm (see fig. 1.159). When the USGS surveyed the area in 1943, it recorded no trace of the old plank road east of Wilderness Run (see fig. 1.157).

**Figure 1.163.** The ruins of the Higgeson house following its destruction by fire, looking northwest, ca. 1936. (Fredericksburg and Spotsylvania National Military Park, Wilderness digital collection, #2460)



#### *Orange Grove*

By the 1930s, Orange Grove, the former Spotswood plantation, was reduced to a small farm clearing along the west side of Route 3 (see fig. 1.157). The Spotswood family still lived in an antebellum servants' quarters, which was documented in 1936 by the Works Progress Administration as part of its historic survey program. This house burned after 1943. The former plantation property to the south, part of what was known as the Saw Mill Tract, remained wooded and undeveloped, except for the late nineteenth-century mining enclave named Woodville. The southeastern part of this tract was probably the property owned by the Cooke family, who sold a 3.37-acre parcel along the south side of Route 3 and a 0.49-acre parcel along the north side to the War Department in ca. 1931. The southern parcel became part of the park's Route 3 picnic area in ca. 1937.<sup>98</sup>

#### *Woodville Plantation*

The antebellum Woodville Plantation north of Ellwood consisted of several parcels during the early park period. The core of the old plantation, known as Woodville Farm, remained the home of Dr. Charles and Mary Kuper, who lived at the house they built in ca. 1881 on a knoll overlooking Wilderness Run, the same site occupied by the colonial villa of Churchill Jones. Mary died in 1934, twenty-seven years after Charles's passing in 1907. Their descendants did not maintain the house for long after this time. It was demolished after 1943. The property may have been acquired by the Jennings family, who owned the former Woodville Mine Tract to the south and maintained a farmstead along Route 3 that was built in ca. 1890. A second farmstead occupied by the Scotts family, perhaps relatives, was to the east at the foot of the colonial-era Woodville entrance road. The third Jennings farmstead was to the south along Route 20 within the antebellum limits of Ellwood Plantation.<sup>99</sup>

### **Orange Plank Road and Brock Road Places**

Unlike the other main public roads in the Wilderness, Brock Road, improved by the state as Route 210 in 1931-1932, was an integral part of the national military park because it was bordered by park land because it formed the spine of Hancock's line. Orange Plank Road, improved in ca. 1932 as Route 621, intersected park land at five separate locations. The old tollgate house that had been occupied by Hickman and Wolfree during and after the battle was still standing in 1935, but was removed by 1943. Both roads remained little-changed wooded corridors, except for park development and clearing along Brock Road, at the intersection of the park drives and trails, and at the Brock Road-Plank Road intersection.<sup>100</sup>

### *Catharine Furnace Company Property*

Through the early 1940s, most of the western parts of the antebellum Catharine Furnace Company property along Orange Plank Road and Brock Road remained under the ownership of Mason H. Willis, the Fredericksburg hardware store proprietor and city clerk who acquired timber land in the Wilderness beginning in 1908. He sold 25.84 acres along Brock Road, including the intersection with Orange Plank Road, to the War Department in ca. 1931. He also sold 11.37 acres along the south end of the Federal line and two tracts of 33.62 and 29.4 acres along the Confederate line to either side of Orange Plank Road, where Hill-Ewell and Longstreet drives were built. His last sale of property to the park was in 1941, for 20.79 acres southwest of the Orange Plank Road-Brock Road intersection that was a gift of the State of New Jersey. J. W. Masters and A. T. Embrey, who owned former furnace lands along Brock Road south of the intersection, sold 11.6 acres and 15.6 acres, respectively, to the War Department in ca. 1931.<sup>101</sup>

The sale of the 20.79-acre New Jersey tract spared that land from logging in the heated war-time market for timber. Mason H. Willis, who had long been in the timber business, presumably logged hundreds of acres of the old furnace lands during the war, mostly north of Orange Plank Road and west of Brock Road, but also south of Orange Plank Road to either side of Longstreet Drive.<sup>102</sup>

### *Tapp Farm*

In 1928, a year after the establishment of the national military park, Madosha Tapp intended to transfer ownership of the 15.5-acre Tapp Farm back to her mother, Phenie Tapp, along with another 35-acres nearby, but the transfer was apparently never executed. In 1931, the War Department announced its intent to acquire 3.16 acres of the 15.5-acre farm owned by Madosha through eminent domain proceedings. This property consisted of triangular parcel at the southwest corner that contained a portion of Hill's Corps line and was later developed with the head of the Heath-Field Foot Trail (fig. 1.164). On April 19, 1932, the

Figure 1.164. Detail of the park commission's plan for the Wilderness park showing proposed land acquisition at the Tapp Farm, April 7, 1930, annotated to show the farm boundaries and later park trails and drives. The two parcels were acquired in ca. 1931. The Monument Lot, subdivided from the Tapp Farm (Ellwood) in 1891, remained private property, but was treated as park property. (Fredericksburg and Spotsylvania National Military Park, Wilderness map collection, 8219-t)

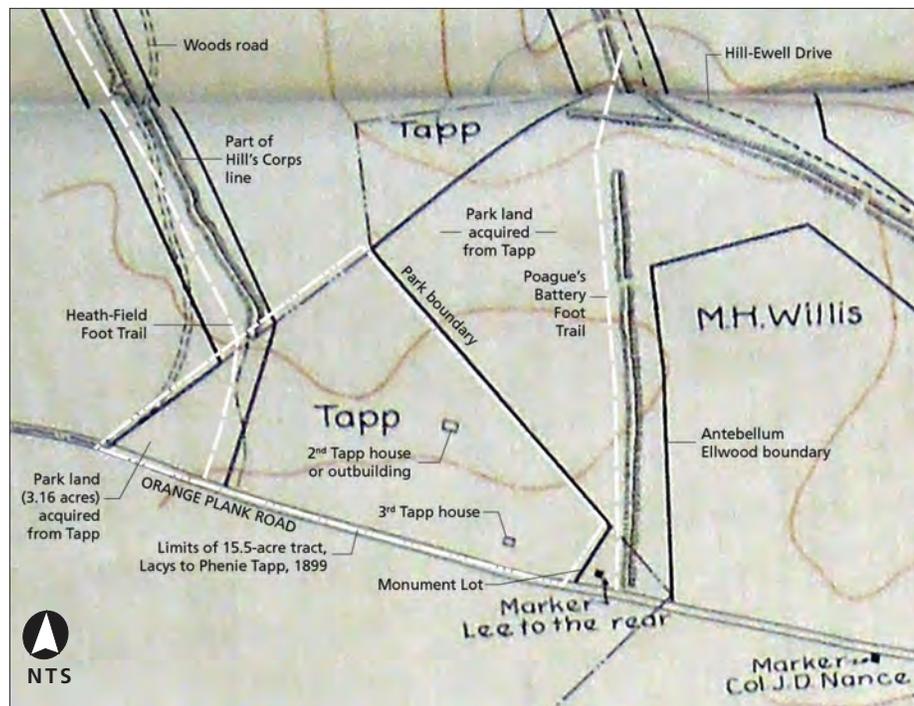


Figure 1.165. Phenie Tapp being interviewed by park historian Ralph Happel, 1937. The photograph is looking northeast from an outbuilding at the rear of the 3<sup>rd</sup> house; the park Monument Lot is in the background. (Fredericksburg and Spotsylvania National Military Park)



court decided in favor of the federal taking, and the property was acquired from Madosha Tapp for \$47.40.<sup>103</sup>

Madosha died in 1932 following the court proceedings, and the remaining 12.34-acres and the 35-acre tract became the property of Phenie Tapp, who lived there for the rest of her life. Considered eccentric, she was one of the few living links to the battle, and shared her memories with the park, including an interview by park historian Ralph Happel in 1937 (fig. 1.165).<sup>104</sup>

In October 1935, the Confederate historian and journalist Dr. Douglas S. Freeman offered to buy the 12.34-acre Tapp Farm property and donate it to the park, on account of its significance as the site of Lee's headquarters. Over the next five years, Freeman worked with the park to try to buy the property from Phenie Tapp,

Figure 1.166. The Tapp Farm, looking northwest along Orange Plank Road (State Route 621) showing the 3<sup>rd</sup> Tapp house, outbuildings, and surrounding fields, ca. 1940. The mown area at the lower right is part of the Monument Lot with the Lee to the Rear marker. (Fredericksburg and Spotsylvania National Military Park, Historian's Files, Tapp Farm)



but she objected and there were also legal entanglements related to a judgement against the property. In November 1939, Tapp agreed to Freeman's offer to pay half of the cash compromise in the judgement if she would sell him the property, along with the other 35-acre tract. Freeman was unable to raise the funds, and the purchase option expired. Superintendent Branch Spalding wrote him on September 9, 1941: "By the way, where stands your effort to raise the money for adding the Widow Tapp farm to the park? The old lady is well along in her eighties now you know; and when she dies heaven knows what creditor will grab that land first."<sup>105</sup>

Portions of the Tapp Farm surrounding the third house built around ca. 1910 continued to be used for agriculture through the 1930s (fig. 1.166). The field at the northern part of the farm began to revert to woods, and by the late 1930s, the field west of the third house was no longer farmed. The wooded land across Orange Plank Road was cleared at some point prior to 1937 (see fig. 1.98). A house was erected in the clearing, across from the Tapp house, after 1935.<sup>106</sup>

On May 31, 1944, Phenie Tapp died at the age of 84. She left the property to a second cousin, Elsie Dempsey Davenport.<sup>107</sup> Reflecting on Phenie Tapp's death, park historian Ralph Happel eulogized in the *Fredericksburg Free Lance*,

She saw the same violets and bluets in that wood of death that the soldiers trampled underfoot and spattered with their blood. Now she and the soldiers are gone, but the flowers are the same every May, still blooming along the dusty plank road and on the grass covered trenches, while the adversaries of that battlefield, reincarnate in their descendants of a new century, fight now side by side [in World War II].<sup>108</sup>

*Chewing Farm, "Mount View"*

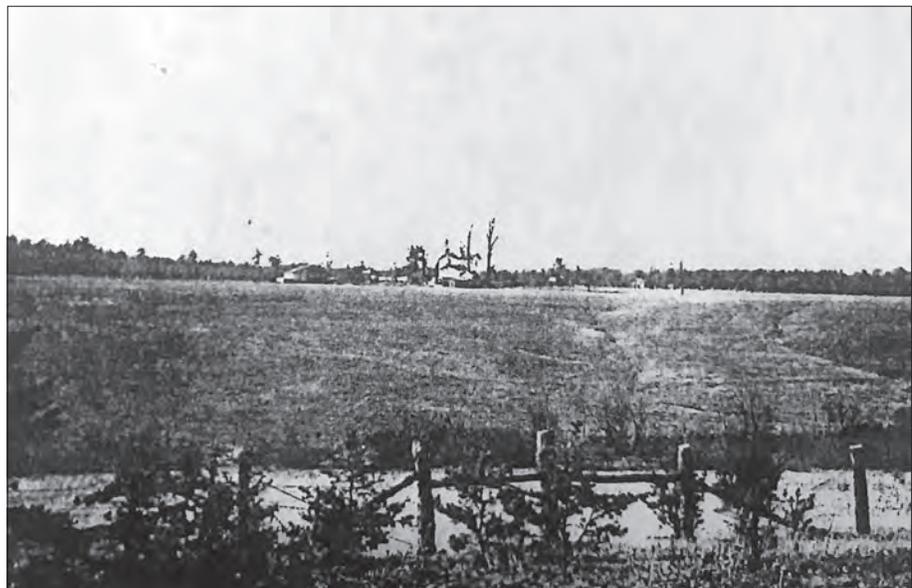
Irvin "Mack" and Myrtle Chewing lived at the antebellum Chewing house with their daughter Agnes Madora during the development of the national military park, and continued to farm the property (fig. 1.167). Agnes, who went by Madora, married Burville Stephens and they lived at Mount View, where they had two children in 1934 and 1937.<sup>109</sup>

In ca. 1931, the Chewnings sold the War Department a strip of land on the north side of the farm along the Confederate trenches, where Hill-Ewell Drive was built in 1932–1933. The farmstead with its surrounding shade trees was a prominent landmark on a rise looking west from the new park drive (fig. 1.168). Aside from Ellwood and the Johnson house (Wilderness Tavern dependency), it was the only remaining antebellum house on the battlefield following the fire that destroyed the Higgerson house in ca. 1936. Some outbuildings at the Chewing Farm may have

**Figure 1.167.** Irvin "Mack" Chewing plowing in front of the Chewing house, possibly along Parker's Store Road, looking east, ca. 1930. (Collection of Agnes Madora Chewing Stephens, courtesy of Pat Sullivan)



**Figure 1.168.** The Chewing farmstead, looking west from Hill-Ewell Drive, 1935. (Fredericksburg and Spotsylvania National Military Park, Chewing Farm site file)



dated back to the battle, including what may have been Absalom Chewning’s blacksmith shop just west of the house (fig. 1.169). The working landscape of the farm overall changed little during this time, except for a new entrance from Hill-Ewell Drive that connected the post-battle road that extended north from the house (fig. 1.170).<sup>110</sup>



**Figure 1.169.** Irvin “Mack” Chewning at the Chewning house, ca. 1940. The building in the background was probably the antebellum blacksmith shop. (Collection of Agnes Madora Chewning Stephens, courtesy of Pat Sullivan)

Around 1941, Madora and one of the children got measles, which their doctor attributed to the cold of the old house. The family moved out, but hoped to buy the farm from Mack Chewning and fix the house. Madora recalled, “We begged Daddy to sell it to us, and we would fix it warm and comfortable and also give him a lifetime home—there where both he and his father had been born. BUT, he just couldn’t see such.” Mack Chewning argued he wanted Madora and her family to move away, and could get a better price from someone else, so the old Chewning house stood vacant.<sup>111</sup>

#### *Hall Farm—Ellwood Jones Field*

John Hall and his family continued to farm the antebellum Jones Field within Ellwood, where they had settled in ca. 1880, through World War II. The farm experienced a similar disruption from park development as the Chewning Farm through acquisition of a strip of land in ca. 1931 along the east side where the Confederate trenches had been located; most had been removed as the land was returned to agriculture after the battle. Compared to the Chewning Farm, however, the park acquisition came much closer to the farm buildings (fig. 1.171, see also fig. 1.170). Park acquisition also left the northeast corner of the farm east of Hill-Ewell Drive isolated from the rest of the farm (see fig. 1.107).<sup>112</sup>

When Hill-Ewell Drive was built by the War Department in 1932-1933, a new entrance to the farm was created, a short distance north of the new entrance to the Chewning Farm. Plantings along the road made by the CCC soon screened views of the post-battle farmstead from visitors.

Figure 1.170. Aerial photograph of the Chewning and Hall farms, 1937. (Fredericksburg and Spotsylvania National Military Park, annotated by SUNY ESF)

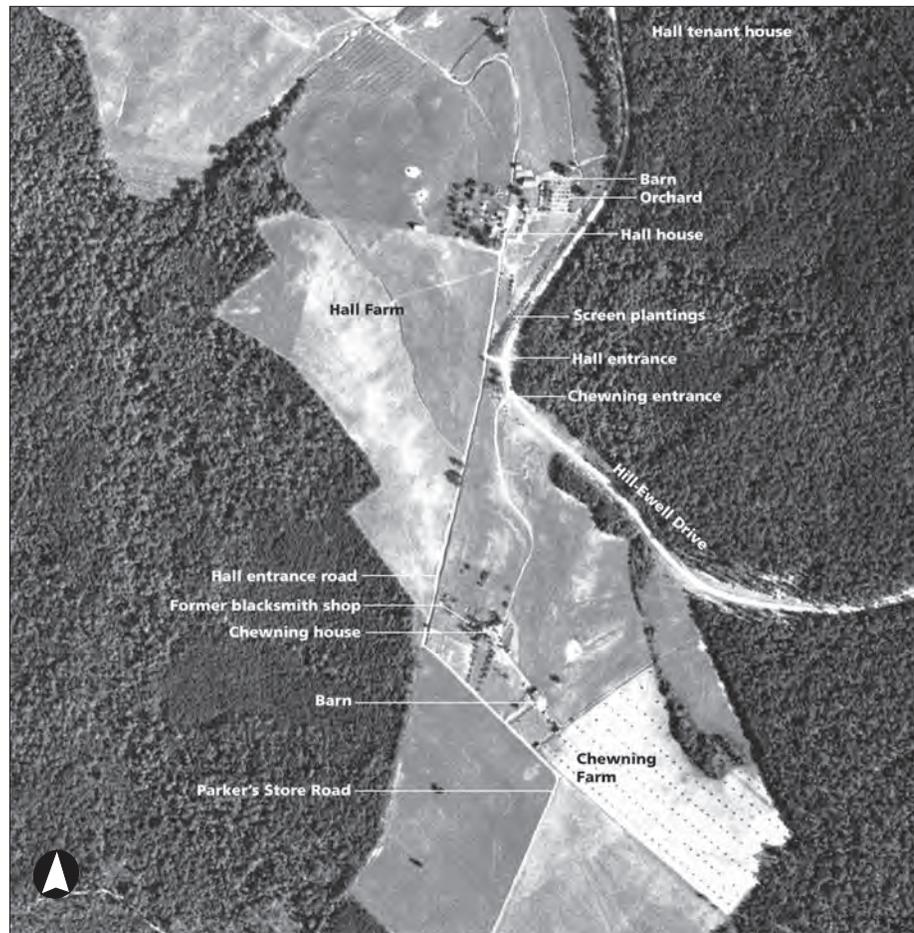


Figure 1.171. The Hall Farm, looking west from the incomplete Hill-Ewell Drive at the new entrance at the south end of the farm, September 1933. The Hall house is behind the trees in the center of the photograph. (Fredericksburg and Spotsylvania National Military Park, Wilderness Photographs, box 3)



### *Brock Road Farms*

Throughout this period, the Wilderness portion of Brock Road remained a wooded corridor until logging that occurred during World War II cleared large areas. Most of the land was former Catharine Furnace Company property, owned during the 1930s by Mason H. Willis, J. W. Masters, and A. T. Embrey. The only farms in the area were in the African-American community along Cooktown Road, which bordered a small parcel of park property along the east side of Brock Road (see fig. 1.157). West of Brock Road, the Stephens family

continued to farm their property at the southern end of the battlefield. Their farm was disrupted by the construction of Jackson Trail West, on land acquired by the federal government after 1935. Unlike the other park drives and trails in the Wilderness, Jackson Trail West did not follow the entire length of Hancock's works, which formed a fish-hook shape where they curved north to Brock Road. Instead, the road turned south through the Stephens Farm on its route toward Chancellorsville.

#### **LANDSCAPE OVERVIEW, 1945 (DRAWINGS 1.4, 1.5)**

Between 1927 and 1945, the three separate ribbons of national military park land at Wilderness Battlefield, encompassing approximately 588 acres, were developed with scenic drives, naturalistic plantings, trails, picnic grounds, a visitor contact area with a restored trench and gun pit, and a park maintenance area. It was during this brief time that the park assumed an organization and character that would remain through future management. The largest single development, however—Civilian Conservation Corps camp MP-4 established in 1933—was gone by 1945. Outside of the park, there were some changes prior to World War II, mostly involving improvement of state roads, abandonment of the Virginia Central Railway, and loss of the Higgerson house—leaving the Ellwood, Johnson (Wilderness Tavern dependency), and Chewning houses as the last primarily antebellum buildings. Overall, the Wilderness still had a heavily wooded, remote character. During World War II, extensive logging operations changed thousands of acres immediately adjacent to the park, removing woods that had stood since the battle. While much larger in scale than anything that had occurred since the Civil War, logging was not a new activity in the Wilderness—the dense, second-growth woods at the time of the battle were the aftermath of similar logging operations related to charcoal production for iron furnaces, mining, and agriculture.

#### **Natural Systems and Features**

In 1945, the natural environment of the Wilderness battlefield landscape was still dominated by extensive tracts of woods, although thousands of acres adjacent to the park had been recently logged to supply wood for the war-time market. The park managed woods along the park drives by clearing underbrush to open views of earthworks, suppress fire, and to maintain a more managed character. Park acquisition of the northern part of the Tapp Farm clearing resulted in the end of agriculture and onset of natural succession. The development of park drives may have slightly changed or restricted the flow of rivers and creeks that passed beneath bridges or through culverts.

**Spatial Organization**

In 1945, Wilderness battlefield was still characterized by the large Ellwood-Woodville clearing and scattered smaller farm clearings amid large areas of woods. However, the recent war-time logging had opened up vast expanses adjacent to the park and along Orange Plank Road and Brock Road. Prior to this, park development had also opened up areas. Construction of the CCC camp and James Dempsey's clearing of a small field across Route 20 reopened small portions of Saunders Field, which had reverted to woods since the battle. Development of Hill-Ewell and Longstreet drives in 1932–1933 cleared narrow corridors through woods, which reopened similar areas cleared by Confederate and Union troops during construction of defensive lines. At the head of each drive and trail along Routes 3 and 20 and the Orange Plank Road, the woods were thinned to create a more open feeling and expand views. Similar thinning and clearing of understory created additional openness along earthworks. The park maintained the thinned tree canopy and mown turf at the Monument Lot that predated 1927. The CCC reforested only one known area at the Wilderness, the northeast corner of the Higginson Farm at the Hill-Ewell Drive picnic area.

**Land Use**

The development of the Wilderness unit of the national military park beginning in 1931 formalized and expanded tourism that had existed in the area since the end of the Civil War, but had been concentrated along Orange Plank Road and Brock Road. The Monument Lot with the Texas Brigade stone and Lee to the Rear marker, formerly the focus of commemoration, became a secondary part of the park, located off the drives at the end of a short foot trail. The core of the new park was along Route 20, at the visitor information area with its contact station, parking, map, and orientation disc that provided the starting point for tours of the battlefield. A secondary information station was at the Brock Road-Orange Plank Road intersection, where the park installed another relief map and orientation disc. The heads of the Federal-line trails at Route 3, Route 20, and the Orange Plank Road, which contained narrative signs and small parking areas, also served as entrances to the park. The two Confederate-line trails at the Tapp Farm, including the Monument Lot, did not have parking areas.

Outside of the park lands, farming and logging were the primary land uses in 1945. Suburban residential and commercial development, which began to appear during this period along Route 3 at Chancellorsville, did not extend to the Wilderness. Parker's Store, located on the north side of Orange Plank Road, remained in business and housed a post office, but the Wilderness Store on Route 3 was out of business by this period.

### **Circulation**

In 1945, most of the Wilderness park consisted of narrow strips of park land that followed park drives and trails developed between ca. 1931 and 1936, except north of the visitor contact station on Route 20. The roads featured a more formal design developed by the War Department. The naturalistic plantings along the drives, and the rustic trails, were designed by the National Park Service. All of the roads and trails were named to commemorate key figures in the battle. Just one of the several planned park drives at the Wilderness was realized: Hill-Ewell and Longstreet drives, which consisted of one road with different names to either side of Orange Plank Road. Although these drives paralleled preexisting farm and woods roads in certain areas, they were mostly built on new alignments. The park service designed five so-called foot trails that were built by the CCC between ca. 1934 and 1936. The Warren-Wadsworth and Wright-Humphreys along the Federal line was a single four-mile trail with no opportunity for shorter loops. The Early Foot Trail north of the visitor information area along Route 20 was the only loop trail. Two short trails extended south from Hill Ewell-Drive to Orange Plank Road in the vicinity of the Tapp Farm: Poague Battery Foot Trail and Heath-Field Foot Trail.

The park drives and trails connected with the public roads—Route 3, Route 20, Orange Plank Road, and Brock Road—which formed extensions of the park drive system. Brock Road was the only public road lined by park land for a substantial amount of its length through the Wilderness. Route 3 was improved prior to 1927, but the other three were improved by the state during this period. Brock Road and Route 20 featured hardened all-weather surfaces, but Orange Plank Road remained a dry-season earth/gravel road. Culpeper Mine Road, a minor woods road between Route 20 and Route 3, was cut off by development of the park and most likely ceased to be an actively used road during this period.

The gravel drives, walks, and work yard at the CCC camp built beginning in 1933 were all removed or abandoned by 1945, except for the road that led to the Utility Building that was retained as a permanent park maintenance facility.

### **Topography**

The built topography of the Wilderness battlefield in 1945 had changed since 1927 primarily along Hill-Ewell and Longstreet drives. New earthen structures included causeways across lowlands, and cut-and-fill where the road was superelevated to facilitate automobile driving. The park maintained the eroded topography of the battlefield's defensive works, which were stabilized with sod, except for one of the Confederate breastworks and gun pits at Early's line north of the visitor contact station, which was restored to its historic profile supported by log walls.

### **Vegetation**

In 1945, the Wilderness park featured an extensively planted landscape along Hill-Ewell and Longstreet drives, as well as along park land at the heads of the trails. The CCC had transplanted thousands of trees and shrubs from nearby areas into the park during this period to enhance the natural setting of the roads, in keeping with the park service's rustic aesthetic. These plants included flowering dogwood, Eastern red-cedar, tulip-tree, pine, laurel, oak, sumac, and huckleberry, along with wildflowers. Large areas of mown turf existed along the drives and at the trailheads. All of the earthworks were sodded, but mown less frequently than the drive shoulders. Woods were managed through trimming and thinning to enhance views to historic earthworks or other notable natural and cultural features, and to create a more open character at the entrances to the park drives and trails. These high-maintenance landscapes were largely let go during World War II.

Outside of park lands, managed vegetation was probably little changed from the post-war period. Farms in the area included orchards, pasture, hayfields, and crops on cultivated fields.

### **Buildings and Structures**

In 1945, the Wilderness park contained just two permanent buildings: the visitor contact station along Route 20 and the Utility Building northwest of the CCC camp, both built by the CCC according to park service plans, in a rustic style meant to harmonize with the landscape and evoke pioneer building traditions. There were also six rustic-style pit-toilet latrines, a pair each at the information station area and the two picnic areas. The nineteen temporary buildings and other structures in the CCC camp along Route 20 were gone by 1945.

The most elaborate structure built by the park during this period was the stone-faced concrete-arch bridge over the South Branch-Wilderness Run at the Hall Farm. A smaller stone-faced concrete bridge, actually a concrete box culvert, was at the North Branch- Wilderness Run adjacent to the Hill-Ewell picnic area. These bridges were designed by the War Department to be distinguishable from the battlefield landscape, but built under National Park Service administration. Numerous culverts along the drives featured matching stone ashlar headwalls or inlets. The trails, designed by the park service, featured rustic log or milled wood footbridges and steps.

No Civil War-period buildings or structures stood within park property in 1945, but the antebellum Chewning house, which had been expanded after the battle, was visible from Hill-Ewell Drive. The Ellwood house and Johnson house (Wilderness Tavern dependency) were visible to visitors driving along Routes 3 and 20. Numerous post-battle houses and other buildings were visible from park land, including the 3<sup>rd</sup> Tapp house and Parker School along Orange Plank Road.

The park screened the post-battle Hall farmstead from view along Hill-Ewell Drive with a thick border of trees.

### **Views and Vistas**

There were numerous views of rolling farmland introduced during this period along Hill-Ewell and Longstreet drives. Views of earthworks that had been obscured by vegetation were opened by clearing understory and pruning trees. Similar views were opened in the woods at the heads of trails and drives. A view of the battle-era unfinished railroad (Virginia Central Railway) was introduced at the end of Longstreet Drive. Because the fighting during the Battle of the Wilderness was mostly through dense woods, there was little need to open strategic sightlines. The areas where such sight lines existed, in Saunders Field and at the Tap Farm, were outside of park boundaries.

### **Small Scale Features**

The Wilderness park landscape in 1945 contained a large number of small-scale features, including signs, commemorative markers, a flagstaff, historical fences, traffic-control devices, and picnic facilities, adding to the preexisting monuments and farm fences. The park service signs by 1945 were all in a rustic style meant to harmonize with the landscape. At the visitor contact station and the Brock Road-Orange Plank Road intersection were a rose-colored concrete orientation discs and maps of the battlefield.<sup>113</sup> At the intersections of the park drives and along parking areas were timber bollards, and along the drives were log guiderails. Along the park boundary with the Hall and Chewning farms, the park service installed rail and worm fences intended to look as though they had existed at the time of the battle.

In contrast to these rustic features were the metal identification tablets designed by the War Department and installed by the National Park Service. In contrast to the rustic park signage, these tablets were clearly distinguishable from the battlefield landscape and served as a unifying feature of the four battlefield parks.

Just three small commemorative works were added during this period, reflecting the National Park Service's philosophy that the battlefield landscape tell the story, rather than monuments. The Wadsworth memorial and 12<sup>th</sup> New Jersey marker along Orange Plank Road were designed in the rustic style preferred by the park. One marker that predated 1927 remained outside of the park: the Nance marker along Orange Plank Road. The park service did not install any artillery or other historic armament in the landscape during this period.

Numerous small-scale features were part of the CCC camp along Route 20, including white-painted timber bollards, a flagstaff, utility poles, and concrete that outlined the camp designation, "MP-4 VA" in the center of the entrance drive

loop. All of these features except for the stone name were removed along with the buildings in 1943.

### **Archeological Sites**

The primary archeological features within the Wilderness park landscape by 1945 were the defensive earthworks, known as trenches, and scattered clusters of gun pits. The park stabilized and revealed the earthworks, but did not restore them except for a gun pit and a section of trench at Early's line near the visitor contact station. There were probably numerous remnants of the CCC camp on Route 20 that was demolished by the Army in 1943, including the outline of the camp name in stone.

Outside of park property, battle-era remnants included the massive stone chimney of the Higgerson house, which had burned to the ground in ca. 1936. There was no visible remnant or marker of the site of Wilderness Tavern, or the antebellum Tapp house.

---

### **ENDNOTES, 1927-1945**

1 House and Senate bills, cited in Joan M. Zenzen, "At The Crossroads Of Preservation And Development: A History Of Fredericksburg And Spotsylvania National Military Park" (Unpublished report prepared for the National Park Service in cooperation with The Organization Of American Historians, 2011), 35.

2 Zenzen, 39-40.

3 Quoted from the Preliminary Commission report, December 1, 1925, in Ralph Happel, "A History of the Fredericksburg and Spotsylvania County Battlefields Memorial National Military Park" (Unpublished National Park Service report, 1955), 47.

4 "Report on Inspection of Battle Fields in and around Fredericksburg and Spotsylvania Court House, Virginia," December 1, 1925, cited in Zenzen, 36.

5 "An Act to establish a national military park at and near Fredericksburg, Virginia...," 44 Stat. 1091, approved February 14, 1927; 16 U.S.C. Section 425, in Zenzen, 431.

6 "Fredericksburg National Military Park Establishment Act of 1927," 44 Stat. 1091, 69th Congress, 2nd Session, in Zenzen, 38; Ralph Happel, "A History of The Fredericksburg and Spotsylvania County Battlefields Memorial National Military Park" (Unpublished National Park Service report, 1955), 49.

7 *The News Leader* (Staunton, Virginia), May 3, 1927, 1; Stone Sentinels, "Rude's Hill monument," <http://stonesentinels.com/less-known/mt-jackson/rudes-hill-monument/> (accessed February 18, 2019).

8 Zenzen, 40.

9 *Free Lance Star*, June 4, 1930, clipping in Colonel Ross file, Basement Files, C6 D1, Fredericksburg and Spotsylvania National Military Park archives, Chatham [hereafter, FRSP].

10 "Virginia Battlefield Parks," *Newport News Daily Press*, April 10, 1932, 6.

11 Happel, 55; 1880, 1930, and 1940 census records for Fredericksburg and death certificate for Mason H. Willis (research courtesy of Professor Sara French, SUNY ESF); "M. H. Willis" is labeled as owner of former furnace lands along Orange Plank Road and Brock Road east of Ellwood on Battle Fields Memorial Commission, "The Wilderness VA Battlefield Park,"

June 30, 1929, Wilderness map collection, FRSP.

12 Commission map of the Wilderness, June 30, 1929.

13 Battle Fields Memorial Commission, “The Wilderness VA Battlefield Park,” April 7, 1930 and June 23, 1930, Wilderness map collection, FRSP; Zenzen, 41-43; Tenney Ross, Colonel, Member and Secretary of the F and S NB Memorial Commission, to Colonel Howard L. Landers, Historical Section, Army War College, November 6, 1929, FRSP Basement Files, C6 D1, file “Colonel Ross.”

14 Commission map of the Wilderness, June 23, 1930; Happel, 58.

15 Arthur E. Wilbourn, Member and Secretary, Battle Fields Memorial Commission, to Quartermaster General, March 17, 1931; Land acquisition status report at Chancellorsville, Wilderness, and Spotsylvania Court House, in memo, Arthur E. Wilbourn to Quartermaster General, October 2, 1931, Basement files, C6 D1, FRSP.

16 Hugh E. Willis to Re. William Robert Wood, February 21, 1930, quoted in Zenzen, 42.

17 Secretary of War to Senator David Reed, March 7, 1930, quoted in Zenzen, 42.

18 Zenzen, 41-42.

19 Wilbourn to Quartermaster General, October 2, 1931; Deed, School Board of Orange County to US, November 7, 1932, Tract 86 land records, FRSP; Donald Pfanz, “History Through Eyes of Stone: A Survey of Civil War Monuments Near Fredericksburg, Virginia” (Unpublished report, February 1983, revised September 2006), 181. No documentation was found on the ownership of the Monument Lot.

20 Zenzen, 44, 62; field inspection of existing landscape. Reference to the War Department design of headwalls, ditches, and bridges is found in Paula Reed & Associates, draft National Register documentation for Fredericksburg and Spotsylvania National Military Park, Section 7, September 2009. No primary documentation was found on War Department design of roads, tablets, and other features at Fredericksburg-Spotsylvania.

21 Fredericksburg & Spotsylvania County Battlefields Memorial Commission to Quartermaster General, “Projects for the Construction of the Wilderness, Chancellorsville and Spotsylvania Court House Battle Field Parks,” April 7, 1930, National Archives, College Park, Maryland [hereafter, NARA II], RG 79, War Department Records, box 29, entry 5, file FRSP. National Archives research here and following courtesy of Joan Zenzen.

22 Battle Fields Memorial Commission, “The Wilderness VA Battlefield Park,” April 7, 1930.

23 “Mr. Bland to Speak at Fredericksburg,” *Newport News Daily Press*, February 19, 1931, 9; Happel, 54; Zenzen, 44.

24 Battle Fields Memorial Commission, “The Wilderness VA Battlefield Park,” June 23, 1930 annotated to show completed and proposed park roads, ca. 1933, Wilderness map collection, FRSP.

25 “Virginia Battlefield Parks,” *Newport News Daily Press*, April 10, 1932, 6.

26 Madora Chewing Stephens, “The Chewing Children of Mount View Plantation” (Unpublished report, 1985, FRSP), 96.

27 US Department of Agriculture, Bureau of Public Roads, “Final Construction Report Project 3A1 Road in the Wilderness Battlefield Park Area” (Unpublished report, June 6, 1939), 4, NPS E-TIC D-54. Although initial plans had called for no bridges, the War Department apparently decided a bridge was necessary at the South Branch – Wilderness Run crossing.

28 Zenzen, 44; Commission map, June 23, 1930, annotated ca. 1932; Memorandum, H. L. Landers to Colonel Laubach, Chief, Memorial Branch, re: Marker Data for Chancellorsville, July 8, 1932, FRSP Basement Files, C6 D1, file “Acts of Congress”; National Park Service, “Chancellorsville Battlefield Preliminary Planting Plan for Bivouac Road [Furnace Road],” December 15, 1934, FRSP 326 1056. This plan shows the Furnace Road bridge over the Ni River as a small, single-span bridge—the Hill-Ewell Drive bridge over the South Branch Wilderness Run was most likely the same construction.

29 Battle Fields Memorial Commission, “The Wilderness VA Battlefield Park,” June 23, 1930 annotated to show completed and proposed park roads, ca. 1933.

30 Happel, 56; Zenzen, 60-61. The park commission, created by the park’s 1927 federal legislation, remained under NPS administration as an advisory body. After 1933, the park was generally referred to as Fredericksburg and Spotsylvania National Military Park.

31 Happel, 56, Zenzen, 59, 65.

32 Zenzen, 65, 70; Liesbeth Neisingh, "African-American CCC Companies in Fredericksburg & Spotsylvania National Military Park" (Unpublished NPS report, March 2000), volume 348, Wilderness Camp; J. LeRoy Duford, "Report to the Chief Forester on ECW Administrative Inspection at Fredericksburg National Military Park," January 14, 1936, NARA II, RG 79, Entry P84, Branch of Forestry Correspondence, Box 207, file CCC; Rebekah Oakes, "Building a Battlefield: the C.C.C. in the Wilderness," in Chris Mackowski, *Hell Itself: The Battle of the Wilderness May 5-7, 1864* (El Dorado Hills, California: Savas Beatie, 2016), Appendix F, 150.

33 Ralph Happel, History and Description of FRSP and Four Self-Guide Tours, ca. 1936, in Zenzen, 58.

34 National Park Service 1918 Annual Report, quoted in Linda Flint McClelland, *Presenting Nature: The Historic Landscape Design of the National Park Service, 1916-1942* (Washington, DC: US Department of the Interior, National Register of Historic Places, 1993), 73.

35 McClelland, 73.

36 Zenzen, 62-63; Photographs of Wilderness Battlefield, 1933-1940, Wilderness photographs, FRSP.

37 Zenzen, 86.

38 Lieutenant General Jubal Anderson Early, C.S.A., with notes by R. H. Early, *Autobiographical Sketch and Narrative of the War Between the States* (Philadelphia and London: J. B. Lippincott Co., 1912), ix.

39 Zenzen, 87-88; Carolyn Jones Elstner and Katherine Porter Clark, *Dear Old Ellwood: A Home in the Wilderness* (Washington, Virginia: Rappahannock Historical Society, 2016), 251.

40 Much of the research for this section is based on analysis of historic photographs of the Wilderness battlefield in the park archives, park plans in the NPS Technical Information Center holdings, and superintendent's and CCC reports in the National Archives. Copies of these documents were provided through Joan Zenzen's research for the park's 2011 administrative history.

41 See CLR for Chancellorsville Battlefield for documentation on Jackson Trail.

42 National Park Service, "Wilderness Battlefield Historical Tour Plan, Part of the Master Plan, Fredericksburg-Spotsylvania National Military Park," January 1, 1940, National Park Service Technical Information Center, plan 326/20013; Photograph of wooded site, with annotation on back, "Wilderness lodge site as seen from trench," no date, ca. 1938, Wilderness Photographs, box 1. The lodge does not appear on available park master plans.

43 Battle Fields Memorial Commission, "The Wilderness VA Battlefield Park," June 23, 1930. There were a few minor revisions to the property boundaries as initially proposed, such as exclusion of a corner of the Apperson Farm north of Saunders Field.

44 Battle Fields Memorial Commission, "The Wilderness VA Battlefield Park," June 23, 1930 annotated to show completed and proposed park roads, ca. 1933; National Park Service, "Wilderness Battlefield Development Plan, Part of the Master Plan, Fredericksburg-Spotsylvania National Military Park," ca. 1940 annotated to ca 1960, Wilderness map collection, FRSP; Peter G. Rainey, *Germana Road, Three Hundred Year History o Lower Orange County...* (Authorhouse, self-published, 2010), 60. It is possible the 1930 commission map was annotated by the National Park Service.

45 Memorandum, Ralph Happel to Superintendent Kiener, "Tapp Farm and Proposed Purchase by Dr. D. S. Freeman for Donation to this Park," June 6, 1944, Tapp Farm Site Files, FRSP.

46 Superintendent Branch Spalding to Dr. Douglas S. Freeman, December 6, 1940, Tapp Farm Site Files, FRSP; Pfanz, "History Through Eyes of Stone," 188-190.

47 Oakes, in Mackowski, 150, 152; Circa 1934 photograph of park sign on Route 20 east indicating "Free Guide Service at CCC Headquarters Building 300 Yards Ahead, You are Invited to Use This Service," Wilderness Photographs, box 5.

48 Oakes, in Mackowski, 152; Photographs of CCC buildings, 1930s, FRSP Wilderness Photographs, box 1; Kimberly Sancomb and Clarence R. Geier, "An Archaeological Survey of Selected Sections and Sites on the Chancellorsville National Battlefield, part III" (Unpublished report by James Madison University Archaeological Research prepared for the National Park Service, March 2003), 43; USGS Mine Run quadrangle map, 1943 (field checked 1943) showing camp MP-4 still standing. The Chancellorsville camp featured the same buildings as Wilderness, but in a different layout.

49 CCC Camp MP-4, Quarterly Narrative Report, October 1 to December 31, 1934; J. LeRoy Duford, “Report to the Chief Forester on ECW Administrative Inspection at Fredericksburg National Military Park,” NARA II RG 79 Entry P84 Branch of Forestry Corr. Box 207, file CCC; National Park Service Branch of Plans and Design, “Wilderness Battlefield Development Plan, Part of the Master Plan, Fredericksburg-Spotsylvania National Military Park,” ca. 1942, Wilderness Battlefield map collection, FRSP.

50 It is presumed the National Park Service named these drives. Names for Hill-Ewell Drive and Longstreet Drive do not appear on any War Department-era plans.

51 US Department of Agriculture, Bureau of Public Roads, “Final Construction Report Project 3A1 Road in the Wilderness Battlefield Park Area” (Unpublished report, June 6, 1939), 7-8. The actual road plans were not in this report and not available at the time of writing.

52 “Final Construction Report Project 3A1 Road in the Wilderness Battlefield Park Area,” 1-5, appendix (vouchers) page 21, NPS E-TIC document D-54.

53 Final Construction Report Project 3A1 Road in the Wilderness Battlefield Park Area,” 5.

54 Final Construction Report Project 3A1 Road in the Wilderness Battlefield Park Area,” appendices, 35, 40-41b. The rectangular shape and more formal style of the headwalls suggests they were designed by the War Department/park commission.

55 Final Construction Report Project 3A1 Road in the Wilderness Battlefield Park Area,” appendix photograph of box culvert and stone retaining walls under construction.

56 “Wilderness Battlefield Development Plan, Part of the Master Plan,” ca. 1942; Union and Confederate orders of battle.

57 “Wilderness Battlefield Development Plan, Part of the Master Plan,” ca. 1942; Union and Confederate orders of battle.

58 Camp MP-4 narrative report, September 29, 1934, NARA II, RG 79, Entry 42, Narrative Reports; Photographs of trails, Wilderness photographs, box 2; Aerial photograph, 1937; National Park Service Branch of Plans and Design, “Wilderness Battlefield, Part of the Master Plan Fredericksburg-Spotsylvania National Military Park,” Developed Areas Sheet 12, drawing NMP-FS 2115, NPS TIC; USGS Chancellorsville quadrangle map, 1943.

59 Superintendent’s monthly report, June 1935, cited in Happel, 60.

60 Happel, 60.

61 Circa 1934 photograph of park sign on Route 20 east indicating “Free Guide Service at CCC Headquarters Building 300 Yards Ahead, You are Invited to Use This Service.”

62 Fredericksburg *Free Lance-Star*, May 30, 1935, cited in Eric Mink, Mysteries and Conundrums blog, June 22, 2010, [npsfrsp.wordpress.com/2010/06/22/%E2%80%9Cin-an-effort-to-be-of-still-further-service-to-the-traveling-public%E2%80%A6%E2%80%9D-%E2%80%93-battlefield-contact-stations/](https://npsfrsp.wordpress.com/2010/06/22/%E2%80%9Cin-an-effort-to-be-of-still-further-service-to-the-traveling-public%E2%80%A6%E2%80%9D-%E2%80%93-battlefield-contact-stations/) (accessed March 6, 2019).

63 Library of Virginia photograph, ca. 1930, showing state historical marker, “Battle of the Wilderness, JJ 20,” west of Hill-Ewell Drive, image 003167-009; L. M. Fisher, Sanitary Engineer, US Public Health Service, “Report on Proposed Location of Comfort Stations,” July 1935, NPS TIC, 1-2.

64 “Wilderness Battlefield Development Plan, Part of the Master Plan, Fredericksburg-Spotsylvania National Military Park,” ca. 1940 annotated to ca 1960 (showing orientation disc at northwest side of Brock Road-Orange Plank Road intersection); Wilderness photographs, box 5; Wilderness Battlefield – Developed Areas Sheet,” from ca. 1940 master plan, contained in “Master Plan for the Preservation and Use of Fredericksburg and Spotsylvania County Battlefields Memorial National Military Park, MISSION 66 Edition” (Unpublished report, ca. 1963), page 181, ETIC 326-0-52.

65 Superintendent Spalding to NPS Director, re: ECW Program for the 5th Period, NARA II, RG 79 Central Classified Files, 1933-1949, box 2468: Public Picnic Ground Development (Camps MP-1, 3, and 4).

66 Wilderness photographs, box 5.

67 “Wilderness Battlefield – Developed Areas Sheet,” from ca. 1940 master plan, page 181.

68 Wilderness Battlefield, Part of the Master Plan, Developed Areas Sheet 12, 1940.

69 C.E. Shevlin, “Report to the Chief Forester on Emergency Conservation Work,” Fredericksburg-Spotsylvania National

- Military Park, January 7-11, 1934, NARA II, RG 79, Entry P-84, Branch of Forestry Correspondence, Box 207, file CCC.
- 70 J. LeRoy Duford, Report to the Chief Forester on Emergency Conservation Work at Fredericksburg National Military Park,” November 5, 1935, NARA II RG 79 Entry P84 Branch of Forestry Corr. Box 207, file CCC.
- 71 Photograph of established screen plantings at Hall Farm, ca. 1935, “Final Construction Report Project 3A1 Road in the Wilderness Battlefield Park Area.”
- 72 Branch Spalding, Superintendent’s Annual Report for the Fiscal Year 1938.
- 73 CCC Camp NP-24, Quarterly Narrative Report, October 1-December 31, 1934, NARA II, RG 79, Entry 42, Narrative Reports (copies, FRSP basement files); National Park Service Branch of Plans and Design, “Location Plan – Worm & Post and Rail Fences,” February 2, 1940, plan NMP-FS 2092, NPS TIC.
- 74 Wilbur L. Savage, “Report to the Chief Forester on Emergency Conservation Work, Spotsylvania, Chancellorsville and Wilderness Camps. . . May 1-31, 1935,” NARA II, RG 79, Entry P-84, Branch of Forestry Correspondence, Box 207, file CCC.
- 75 MP-4 Quarterly report, October-December 1934, cited in Zenzen, 72.
- 76 Savage, “Report to the Chief Forester. . . May 1-31, 1935.”
- 77 Zenzen, 73; “Wilderness Battlefield – Developed Areas Sheet,” ca. 1940, page 180.
- 78 Pfanz, “History Through Eyes of Stone,” 185-186; FRSP Land Status Map, Tract 04-117; “Biography of Carl. C. Mose (1903-1973), artprice, <https://www.artprice.com/artist/121090/carl-c-mose/biography> (accessed March 6, 2019). Wadsworth was already memorialized by statues on the Gettysburg battlefield and in Washington. His remains were buried in his hometown of Geneseo, New York.
- 79 FRSP Land Status Map, Tract 04-107; Pfanz, “History Through Eyes of Stone,” 188-190.
- 80 Branch Spalding, Superintendent, to Director NPS, August 30, 1935, NARA II RG 79 Entry P84 Branch of Forestry Corr. Box 207, file CCC.
- 81 Wilderness Photographs, box 5; author’s research at national cemeteries and Gettysburg National Military Park.
- 82 Branch Spalding, Superintendent’s Annual Report for the Fiscal Year 1938; photographs of park signs, ca. 1935-55, Wilderness Photographs, box 5.
- 83 Spotsylvania Superintendent’s [Tyler Kiener] Annual Report for the Fiscal Year 1945, July 31, 1945, NARA II, RG 79 Central Classified Files, 1933-1949. The
- 84 Superintendent’s [Branch Spalding] Annual Report for the Fiscal Year 1941, August 8, 1941, NARA II, RG 79 Central Classified Files, 1933-1949; Happel, 60, 70; “Chancellorsville Battlefield Development Plan,” Part of the Master Plan, January 1, 1943. See Chancellorsville Battlefield CLR for additional history on the Jackson Trail.
- 85 FRSP Superintendent’s [Edward Hummel] Annual Report for the Fiscal Year 1943, August 30, 1943, NARA II, RG 79 Central Classified Files, 1933-1949; “Wilderness Battlefield Development Plan, Part of the Master Plan,” ca. 1942; USGS Chancellorsville quadrangle map, 1943, showing extant Wilderness camp.
- 86 Branch Spalding to Douglas S. Freeman, December 6, 1940, Tapp Farm site files, FRSP.
- 87 Superintendent’s Annual Report for the Fiscal Year 1943; Aerial photograph, 1962, FRSP aerial photograph collection; “Wilderness Battlefield Development Plan, Part of the Master Plan,” ca. 1940, updated ca. 1950 and annotated with the word “Slash” at areas presumably logged during World War II. The 1962 aerial photograph shows extensive areas of thin woods that most likely represented the areas that had been clear cut twenty years earlier.
- 88 USGS Chancellorsville and Mine Run quadrangle maps, 1943; Frank S. Walker, *Remembering: A History of Orange County, Virginia* (Orange, Virginia: Orange County Historical Society, 2004), 225.
- 89 G. Frank Williss, “Historical Data, Historic Structure Report, Fredericksburg and Spotsylvania County Battlefields Memorial National Military Park” (Denver, Colorado: Denver Service Center Historic Preservation Branch, 1980), 30; Dr. Gordon Jones, “Ellwood: The Years of the Willis-Jones ‘Dynasty’” (Unpublished paper, ca. 1986), 22; USGS Chancellorsville quadrangle map, 1943.
- 90 “Ellwood: The Years of the Willis-Jones ‘Dynasty,’” 27. For additional documentation on the Ellwood landscape during this period, see *Cultural Landscape Report for Ellwood*.

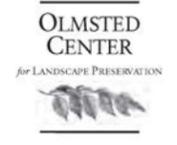
- 91 Aerial photograph, 1962. Hugh Evander Willis lived until January 25, 1967.
- 92 Battle Fields Memorial Commission, “The Wilderness VA Battlefield Park,” June 23, 1930, annotated with deed information, ca.1933.
- 93 Ralph Happel, “Report on the locations of the Old Wilderness Tavern and the Spot where Jackson’s Arm was Amputated During the Chancellorsville Campaign,” ca. 1935, revised June 1935, Wilderness Tavern site files, FRSP; Works Progress Administration Historical Survey, “Wilderness Tavern,” April 1, 1936, document 1999-006-001-139, Central Rappahannock Heritage Center.
- 94 Happel, 1935, appendix with photos and map, statement of A. E. Dempsey.
- 95 Deeds, James and Gladys Dempsey to War Department, October 6, 1931, and P. T. Purcell to War Department, November 30, 1931, in land records for tracts 73 and 70, FRSP.
- 96 Battle Fields Memorial Commission, “The Wilderness VA Battlefield Park,” June 23, 1930; Oakes, in Mackowski, 152; Aerial photograph, 1962.
- 97 Bud Wilson, “Archeology Report YCC Camp Site Wilderness Campaign Area” (Unpublished report prepared for the National Park Service, October 1979), 3; Robert Krick, “Hagerson Farm, WBF,” Memorandum dated April 4, 1977, Higerson Site File, FRSP; Aerial photograph, 1937.
- 98 Battle Fields Memorial Commission, “The Wilderness VA Battlefield Park,” June 23, 1930, annotated with deed information, ca. 1933; Peter G. Rainey, *Finding Culpeper Mine Road* (Self-published, 2012), 41; USGS Chancellorsville quadrangle map, 1943. The Orange Grove house does not appear on the 1966 edition of the map.
- 99 Wilderness Chapel Cemetery records, Internment.net, <http://www.interment.net/data/us/va/orange/wilderness/index.htm> (accessed March 8, 2019); USGS Chancellorsville quadrangle map, 1943. The Woodville house does not appear on the 1966 edition of the map.
- 100 Ruth Graham, Historical Assistant, “Report of Field Investigation, August 26–September 2, 1935,” National Archives II, RG 79, Central Classified Files, 1933–49, Box 2466, file Branch of Historic Sites, Fredericksburg National Military Park, Reports; USGS Chancellorsville quadrangle, 1943.
- 101 Battle Fields Memorial Commission, “The Wilderness VA Battlefield Park,” June 23, 1930, annotated with deed information, ca. 1933; Pfanz, “History Through Eyes of Stone,” 190.
- 102 Aerial photograph, 1962.
- 103 Elstner and Clark, 250-251; Proceedings of USA vs. Madosha E. Williams, April 19, 1932, in deed records for tract 04-124, deed FRSP 77.
- 104 Elstner and Clark, 251; Pat Sullivan, *No Matter What Befalls Me* (Orange, Virginia: Orange County Historical Society, 2015), 199.
- 105 Branch Spalding to Dr. Douglas S. Freeman, September 9, 1941, Tapp Farm site files, FRSP.
- 106 Aerial photograph, 1937; USGS Fredericksburg and Spotsylvania National Military Park topographic survey, 1934 (showing no house across from the Tapp Farm); Sullivan, 198.
- 107 Superintendent Branch Spalding to Director, National Park Service, October 24, 1935, and Memo, Ralph Happel, “Tapp Farm and Proposed Purchase by Dr. D. S. Freeman for Donation to this Park,” June 6, 1944, Tapp Farm site files, FRSP; Elstner and Clark, 251.
- 108 Eulogy to Phenie Tapp in Fredericksburg *Free Lance Star*, 1944, quoted in Pat Sullivan, Spotsylvania Memory blog, “Ralph Happel’s Eulogy to Phenie Tapp,” October 18, 2014, <http://spotsylvaniamemory.blogspot.com/2014/10/ralph-happels-eulogy-to-phenie-tapp.html> (accessed March 12, 2019).
- 109 Madora Chewning Stephens, “The Chewning Children of Mount View Plantation” (Unpublished report, 1985), 98, Park Historian’s digital files, FRSP
- 110 Madora Chewning Stephens, sketch map of Chewning farm buildings showing blacksmith shop west of the house, “What I Know of Mt. View Farm,” ca. 1980, Historian’s Files, FRSP.
- 111 Stephens, “The Chewning Children of Mount View Plantation,” 98.
- 112 Battle Fields Memorial Commission, “The Wilderness VA Battlefield Park,” June 23, 1930; Aerial photograph, 1937.

113 Only the Brock Road-Orange Plank Road intersection received a bronze relief map (the type originally specified by the War Department/park commission) on a mortared stone pedestal; the visitor contact station retained its original presumably paper map on a frame table (Photograph of the contact station, ca. 1950, Wilderness photographs, box 1).

# Cultural Landscape Report Wilderness Battlefield

Fredericksburg and Spotsylvania  
National Military Park  
Spotsylvania County, Virginia

## Early Park Period 1927-1945



**National Park Service**  
Olmsted Center for Landscape Preservation  
www.nps.gov/oclp

in partnership with  
Department of Landscape Architecture  
Center for Cultural Landscape Preservation  
SUNY College of Environmental  
Science and Forestry, www.esf.edu/la/cclp

### MAJOR SOURCES

1. Spotsylvania and Orange Counties and NPS GIS data
2. Battlefields Memorial Commission Taking Lines, 1930
3. USGS topographic survey, FRSP, 1934
4. Aerial photograph, 1937
5. Woodville survey, 1937
6. Master Plan drawings, Wilderness Battlefield, 1940/42

### DRAWN BY

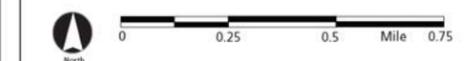
John Auwaerter, Kyle Stillwell, SUNY ESF  
Adobe Illustrator CC, 2019

### LEGEND

	Building
	Bridge
	Main Road, Minor Road
	Park Road, Park Foot Trail
	Fence
	Earthworks (Trench, Artillery Lunette): Confederate (red), US (blue), both (red/blue)
	Commemorative Work
	Woods, Approximate Logged Area (hatch)
	Specimen Tree, Orchard
	Open Ground, Old Field (stipple)
	Stream
	Feature Removed During Period (dashed line)
	Period Property Boundary: Private, Park (red)
	Current Park Boundaries: Wilderness (orange), Chancellorsville (blue)

### NOTES

1. All features shown at approximate scale and location.
2. Drawing shows landscape as of 1945.
3. Battle-period features labeled in upper case.
4. Dates of construction/removal shown where known.
5. Plantings, culverts, signs along park drives not shown.
6. Roads shown as removed may have existed as traces.
7. Contour interval: 10'.
8. See Chancellorsville Battlefield CLR for areas east of Brock Road.



Drawing 1.4





# Cultural Landscape Report Wilderness Battlefield

Fredericksburg and Spotsylvania  
National Military Park  
Spotsylvania County, Virginia

## Early Park Period - Detail 1927-1945



**National Park Service**  
Olmsted Center for Landscape Preservation  
www.nps.gov/oclp

in partnership with  
Department of Landscape Architecture  
Center for Cultural Landscape Preservation  
SUNY College of Environmental  
Science and Forestry, www.esf.edu/la/cclp

### MAJOR SOURCES

1. Spotsylvania and Orange Counties and NPS GIS data
2. Battlefields Memorial Commission Taking Lines, 1930
3. Master Plan, Wilderness Battlefield, MNP FS 2115, 1940
4. USGS topographic survey, FRSP, 1934
5. Aerial photograph, 1937

### DRAWN BY

John Auwaerter, SUNY ESF  
Adobe Illustrator CC, 2019

### LEGEND

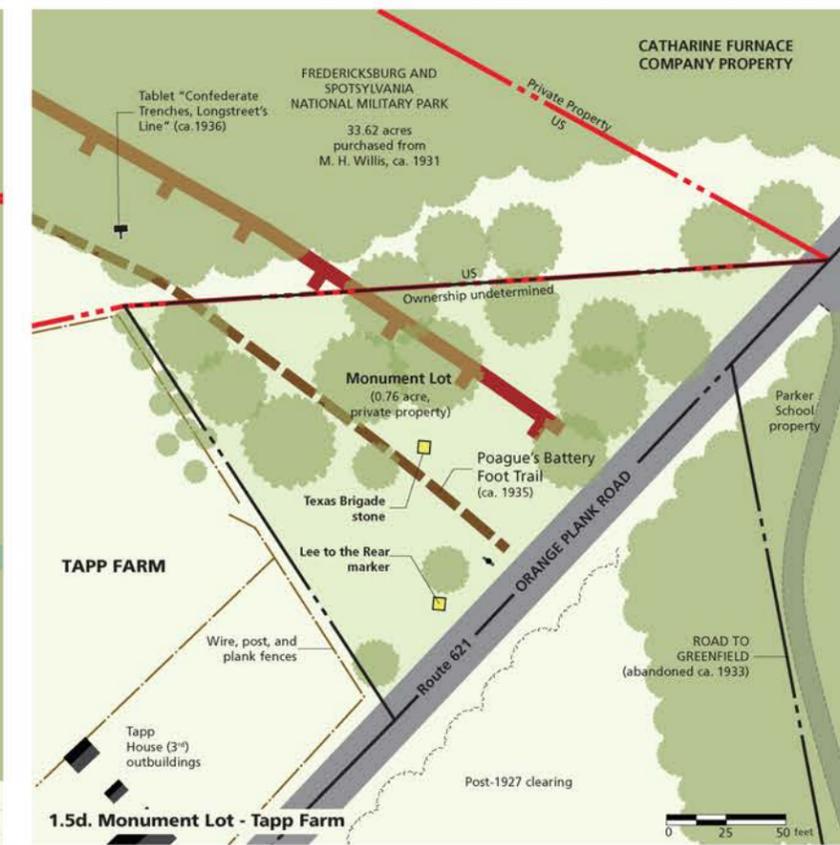
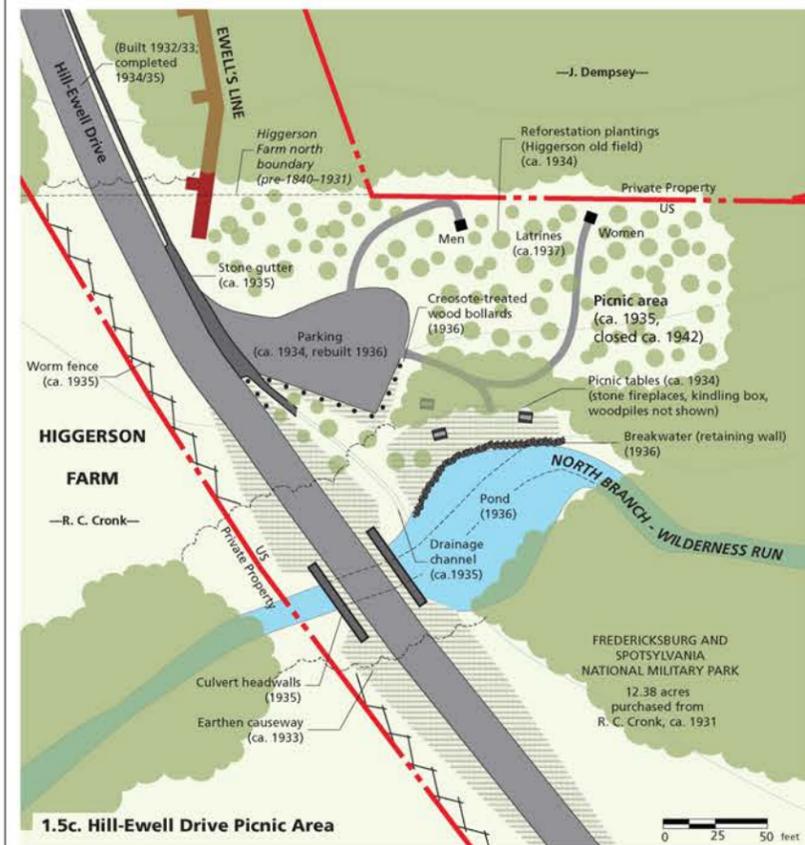
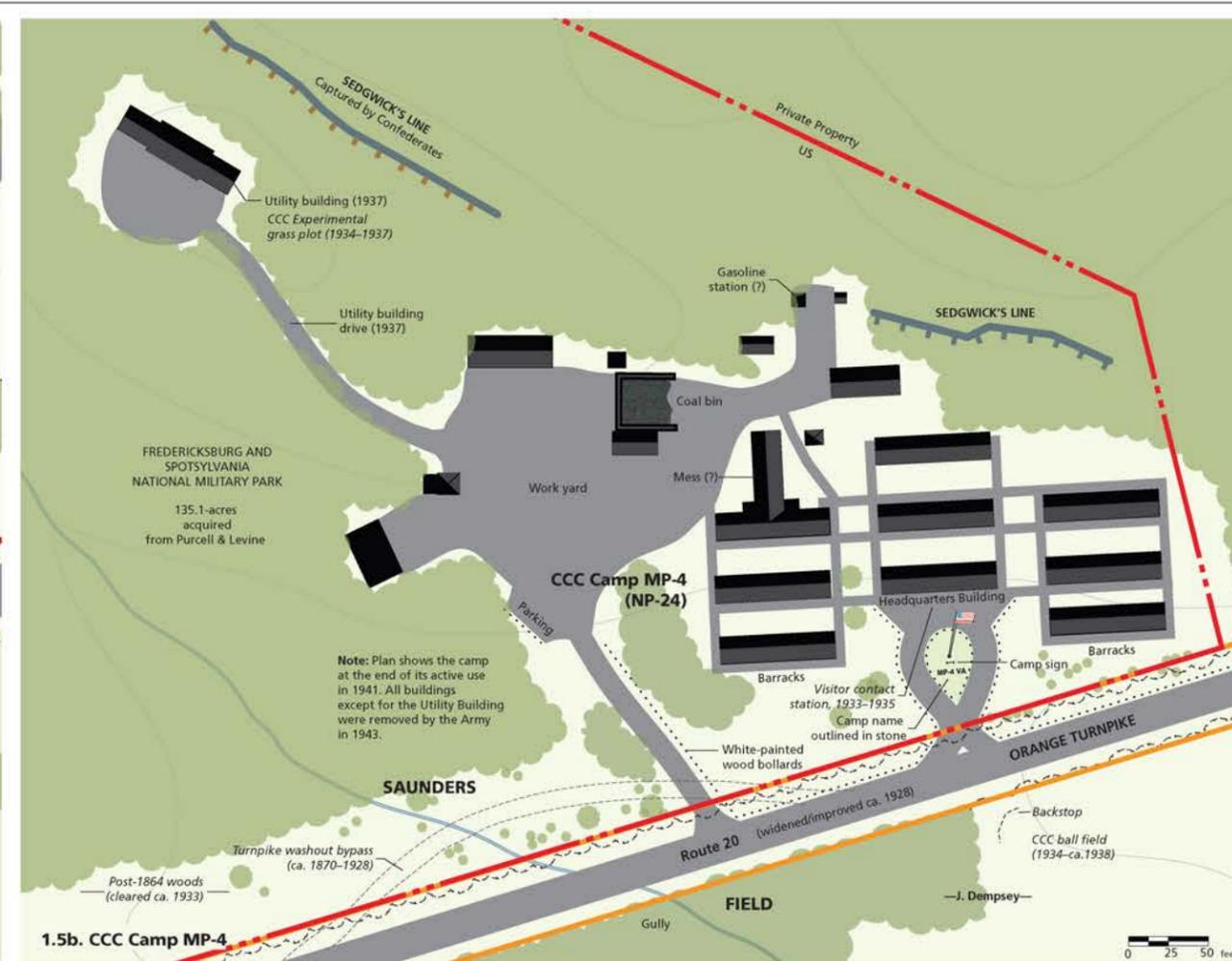
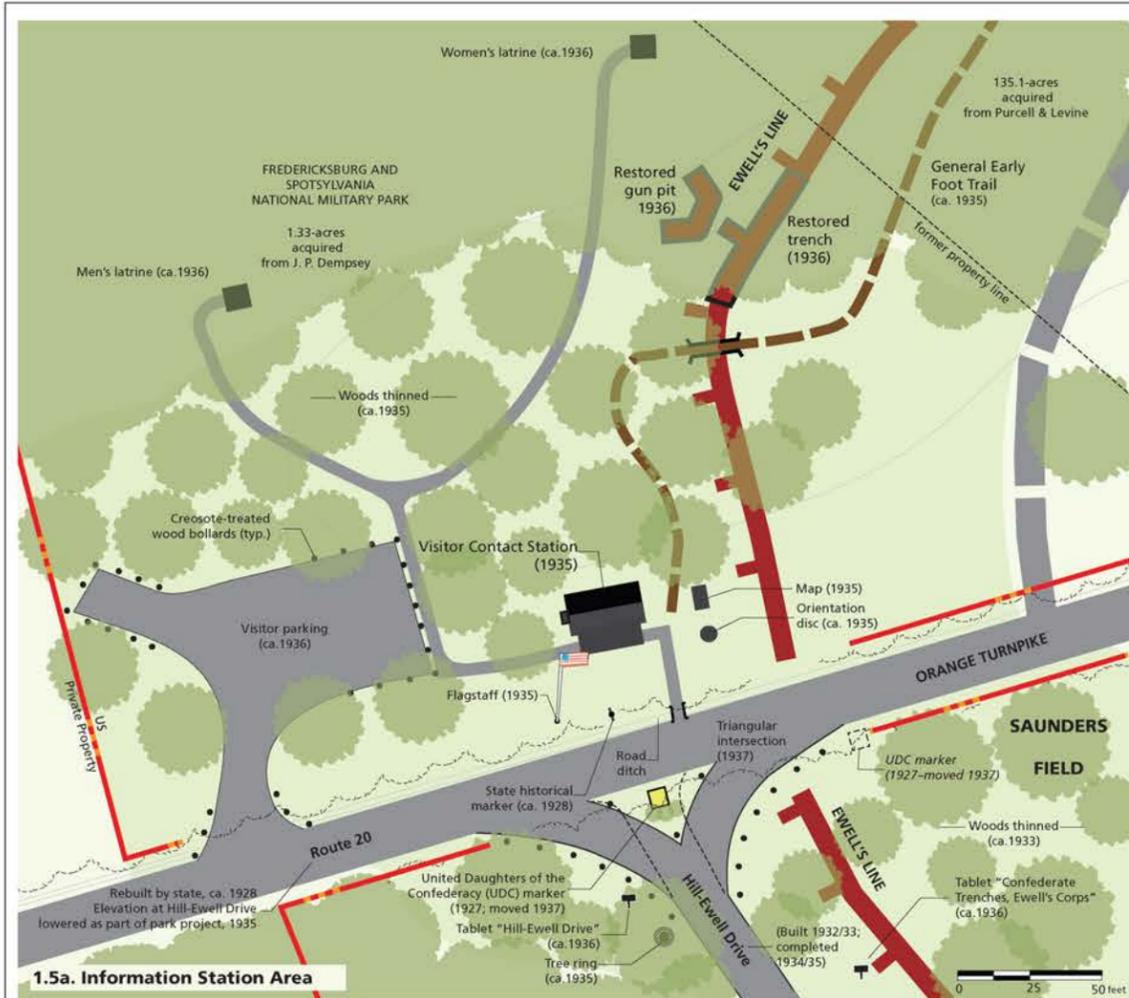
- Building
- Bridge
- Main Road, Minor Road
- Park Drive
- Park Foot Trail
- Earthworks (Trench, Artillery Lunette):  
Confederate (red), US (blue), both (red/blue)
- Sign, Tablet, Picnic Table
- Commemorative Work
- Woods
- Specimen Tree
- Open Ground, Mown Grass
- Stream
- Feature Removed During Period (dashed line)
- Period Property Boundary: Private, Park (red)
- Current Wilderness Park Boundary

### NOTES

1. All features shown at approximate scale and location.
2. Drawing shows landscape as of 1945, except for the CCC camp and picnic areas that are shown ca. 1941.
3. Battle-period features labeled in upper case.
4. Dates of construction/removal shown where known.
5. Plantings, culverts, signs along park drives not shown.
6. Contour interval: 10'.



Drawing 1.5





## LATE PARK PERIOD, 1945–2019

Through the mid-1960s, the Wilderness Battlefield unit of Fredericksburg and Spotsylvania National Military Park remained little changed from the Antietam system plan developed under the War Department, except for an overlay of rustic features added by the National Park Service during the 1930s. The rural and wooded landscape of the larger battlefield provided the mostly narrow strips of park land with a context that recalled the character of the Civil War era. Even some of the main public roads remained unpaved through the 1950s, and aside from wood utility poles, still evoked the rural antebellum landscape (fig. 1.172).

Throughout this period, the National Park Service continued with its management philosophy that relied on the 1864 battlefield landscape, rather than markers and monuments, to interpret and commemorate the battle. The rejection of the original national military park concept that combined preservation and commemoration was evident in the park's unrealized proposal in 1958 to adopt a new name, "Fredericksburg and Spotsylvania County National Battlefield Parks."<sup>1</sup> In terms of landscape management, the post-World War II era was also characterized by an agency-wide effort to update CCC-era infrastructure through the agency's MISSION 66 modernization program, which at the Wilderness was implemented by the centennial of the battle, celebrated in May 1964 (fig. 1.173). In the years after the centennial, the park's historic wooded and rural character came under new development pressures related to the booming post-World War II economy, the marked increase in automobile ownership, and readily accessible mortgages, which together facilitated the shift of the middle class to the suburbs. In response, the park adopted a new land acquisition policy that would be the most lasting legacy of the post-World War II period.

Figure 1.172. The Orange Plank Road looking west at Parker's Store (building at right) showing rural character that remained in the Wilderness after World War II, 1954. The Parker's Store building may have dated in part to the battle. (Fredericksburg and Wilderness Telephone Company photograph, courtesy Pat Sullivan, Spotsylvania Memory blog, [spotsylvaniamemory.blogspot.com/2013/01/erasing-history.html](http://spotsylvaniamemory.blogspot.com/2013/01/erasing-history.html))



**POST-WAR PARK PLANNING AND MISSION 66**

Through the 1950s, the Wilderness battlefield park retained the same boundaries and drives that had been developed prior to the war (fig. 1.174). Despite the apparent lack of change, the Wilderness was a different park in the early post-war years. The cheap workforce made possible by the CCC was no longer available, so labor-intensive maintenance such as mowing turf, planting and pruning trees, and trail maintenance could not be sustained. The picnic areas, which had been abandoned during the war, were not reopened and the trails were probably seldom used. Despite the park’s limitations, with increasing automobile ownership and wealth many more visitors were coming to Wilderness battlefield. Visitation to the entire four-unit park jumped from less than 30,000 during the war years to over 100,000 in 1947 and more than 200,000 by 1952.<sup>2</sup>

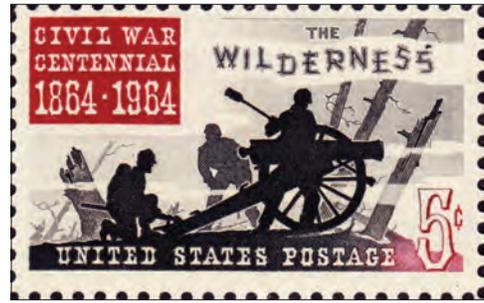
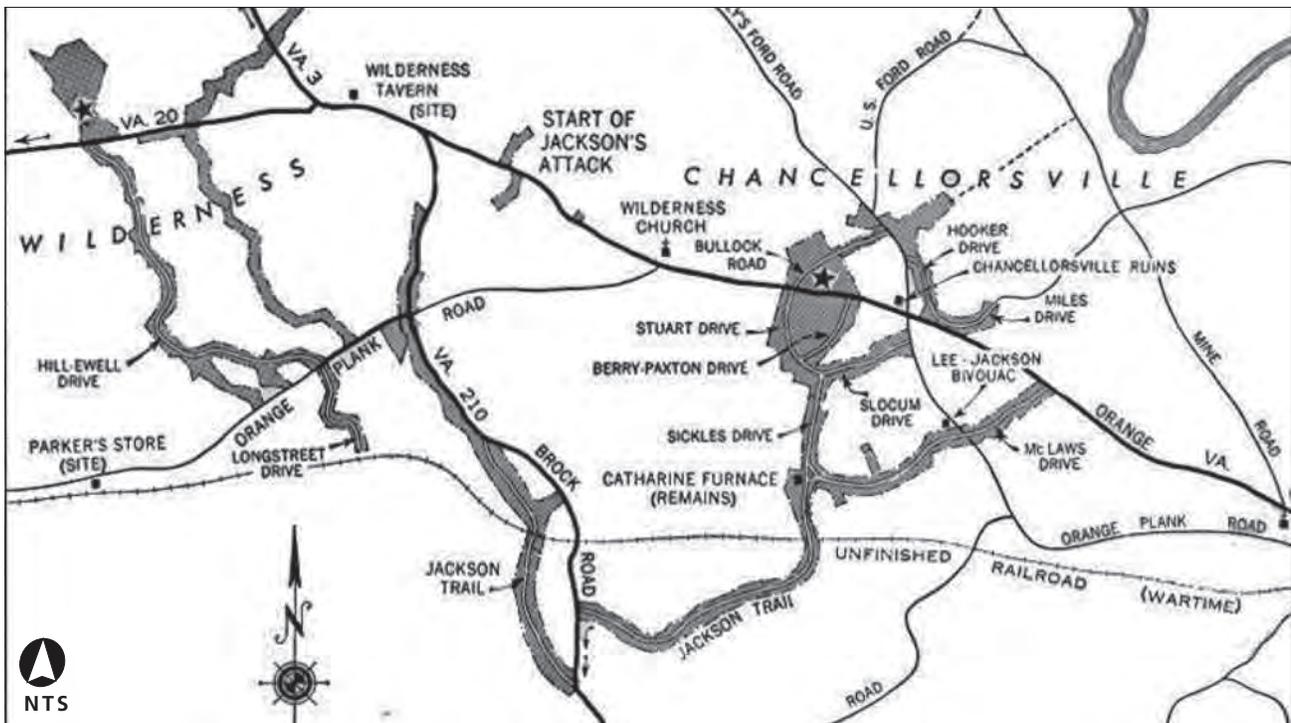


Figure 1.173. Stamp issued in 1964 to commemorate the centennial of the Battle of the Wilderness. (US Postal Service)

Figure 1.174. Park map of Wilderness and Chancellorsville battlefield parks, 1951. The Antietam System boundaries of the park had not changed much since the original War Department acquisitions in the early 1930s, and still excluded key battlefield sites such as the Wilderness Tavern. No walking trails were identified on the map. (Detail of park brochure, Fredericksburg and Spotsylvania National Military Park)

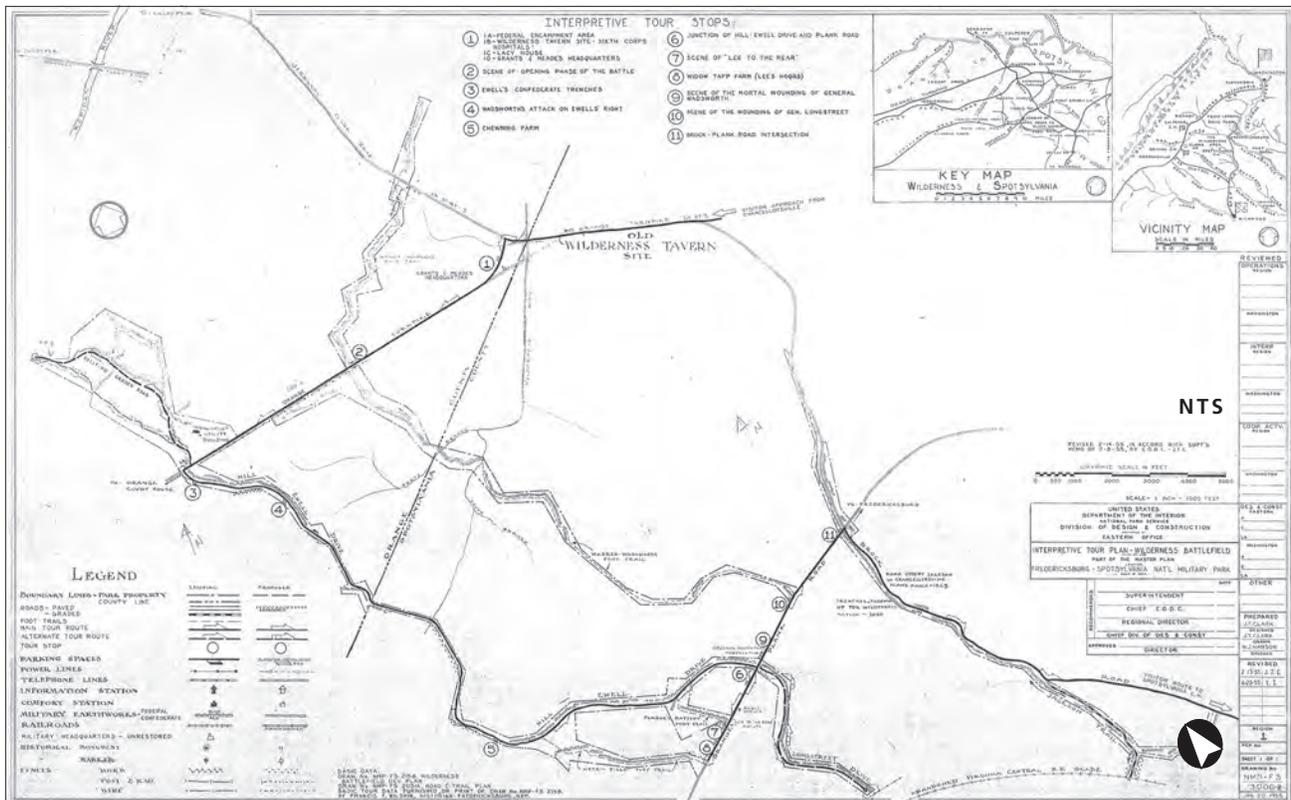
The park had difficulty meeting the needs of its new visitors due to deferred maintenance and infrastructure that had been developed for less use and personal ranger-led interpretation. Park planners also considered the rustic infrastructure built by the CCC to be quaint and outdated in an age of Modernist design. These issues affected parks through the National Park System, but most had to remain in a holding pattern for years after World War II due to meager



and uncertain annual Congressional appropriations. In response, National Park Service Director Conrad Wirth launched a ten-year improvement program in 1955 dubbed “MISSION 66,” a reference to its planned completion in time for the National Park Service’s 50<sup>th</sup> anniversary in 1966. The guiding theme of the plan, which received Congressional funding at an estimated cost of \$787 million, was to modernize parks to meet the needs of mid-twentieth century visitors through capital improvements, enhanced interpretation, and streamlined operations. One of the most visible parts of the plan was the institution of so-called visitor centers, which would serve as a one-stop self-service facility that could easily handle masses of visitors arriving by private automobile, without individual contact with a park ranger. Across the system, the capital improvements were designed in Modernist styles that abandoned historical references for design based on articulation of space and structure, and simplicity of form and detail. A rustic aesthetic was maintained in some signage, but with updated fonts.<sup>3</sup>

To implement MISSION 66, each park prepared a “prospectus” of its planned improvements. At Fredericksburg-Spotsylvania National Military Park, this planning was overseen by park superintendent Oscar Northington, who was appointed in 1946 and remained in the position until 1966. Park planning began around 1955 and a final master plan for Wilderness was adopted in 1963. Wilderness was treated as an extension of Chancellorsville, which was the site of the park’s new visitor center in place of the 1935 museum-administration building at Fredericksburg. Park planners felt Chancellorsville offered a central location along Route 3 that allowed visitors a starting point to explore the Chancellorsville, Fredericksburg, and Wilderness battlefields. The CCC-built visitor contact stations at each of the units would be removed and be replaced with modern facilities that provided a sort of satellite to the main visitor center. A new park maintenance facility and employee housing complex was also developed at Chancellorsville. In addition to visitor facilities, the MISSION 66-era planning also proposed substantial land acquisition that departed from the original Antietam system plan in response to growing suburban development pressure. The MISSION 66 era also developed new interpretive signage, but did not revive picnic areas and privies that were closed during World War II, and closed many trails in response to the public’s preference for driving.<sup>4</sup>

One of the early components of the park’s MISSION 66-era master planning was the designation of an automobile tour route with set stops through all four park units. According to the park’s master plan adopted in 1955, eleven stops were designated for Wilderness heading west from Chancellorsville on Route 3 and then turning west onto Route 20. The first two stops, which were before visitors got to the contact station, were along Route 20 at the site of Grant’s headquarters and the crossing of the Federal line (fig. 1.175). The tour then turned onto Hill-Ewell Drive where there were three stops, and then west on Orange Plank Road to the Tapp Farm and Monument lot (Lee to the Rear site). The tour then



**Figure 1.175. Wilderness Battlefield showing tour route and existing park boundaries, 1955. The tour route followed the state's proposed alignment of Route 20 at Route 3. (National Park Service Division of Design and Construction, Eastern Office, "Interpretive Tour Plan – Wilderness Battlefield, Part of the Master Plan," January 20, 1955, NPS Technical Information Center, FRSP 326 3008 B)**

backtracked to the wounding sites of Wadsworth and Longstreet, and ended at the Brock Road-Plank Road intersection. Visitors could then head south on Brock Road to Spotsylvania Court House, or return east to Fredericksburg. The Federal line crossing on Route 3 was excluded from the tour route, along with the northern portion of Brock Road that included the Hays Memorial. Longstreet Drive and a graded road north of the visitor contact station were identified as alternative tour routes, but had no designated tour stops.<sup>5</sup>

By 1963, the park had finalized its MISSION 66-era master plan for Wilderness, known as a General Development Plan, along with a master plan report for the entire park. Major objectives of the plan were to eliminate all inholdings (private property surrounded by park land), discourage picnicking, interpret through self-guided tours beginning with visitor center exhibits, and “recreate the historic scene by reestablishment of selected areas of historic ground cover.”<sup>6</sup>

Aside from the location of a new visitor center/exhibit shelter, the plan and report recommended only a few changes to the existing park infrastructure at Wilderness. Superintendent Northington had recommended that a new park drive along the Federal line (Warren-Wadsworth Foot Trail) be included in the plan, but National Park Service planners rejected the idea, and instead called for keeping the existing trail. The most substantial change proposed for Wilderness was acquisition of hundreds of acres to provide buffers along the existing narrow strips of park land, close the gap between the Federal and Confederate lines from Route 20 south to Orange Plank Road, and acquire the property surrounded by

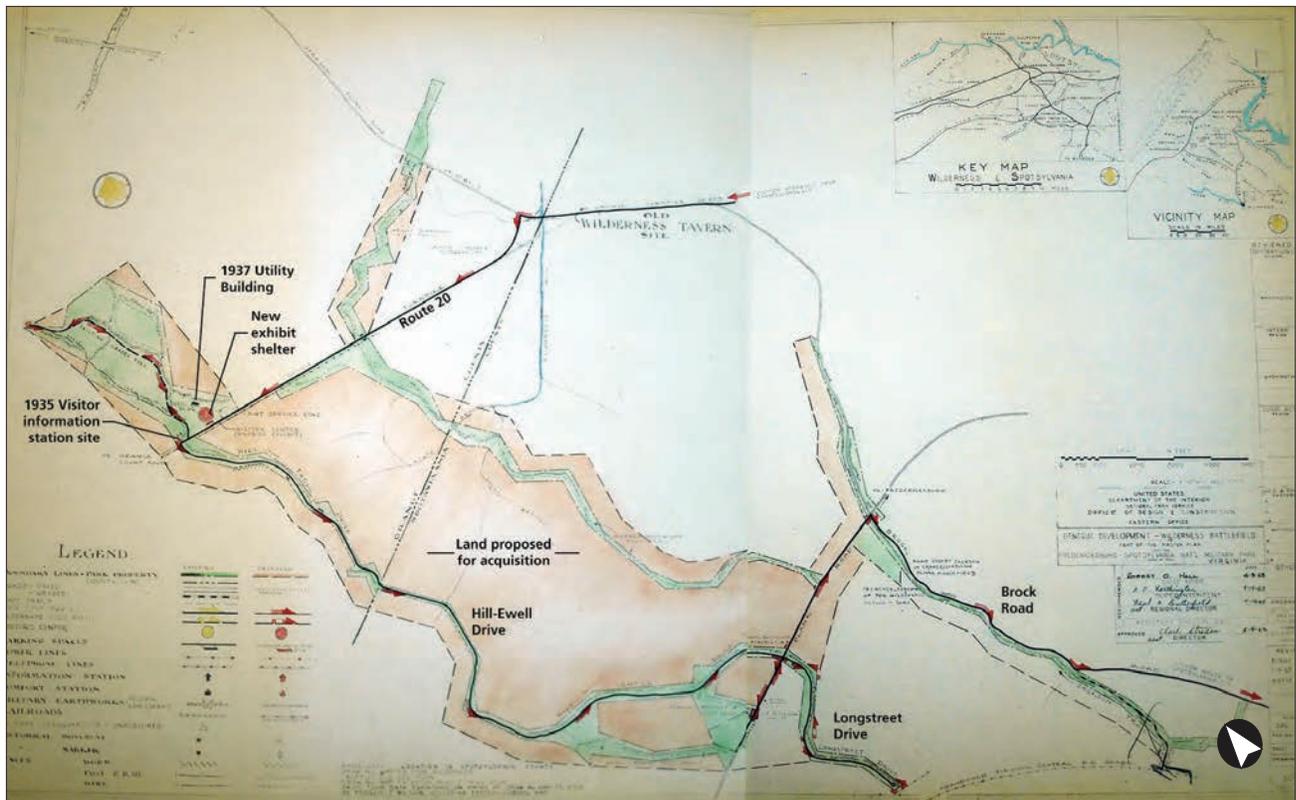


Figure 1.176. The MISSION 66-era General Development Plan for Wilderness Battlefield showing existing park land (green) and land proposed for acquisition (red-brown), 1963. The plan also shows the final proposed site for the visitor center (exhibit shelter) along Route 20. The red arrows indicate the automobile tour route that was substantially the same as the one proposed in 1955. (National Park Service Division of Design and Construction, Eastern Office, "General Development Plan – Wilderness Battlefield, Part of the Master Plan," April 3, 1963, Fredericksburg and Spotsylvania National Military Park, Wilderness map collection, 8220-y, annotated by SUNY ESF)

park land at and near the Tapp Farm (fig. 1.176). Most of the property was part of Ellwood owned at the time by Blanche and Gordon Jones, which the prior owner, Hugh Willis, had offered to sell to the War Department during the condemnation proceedings in ca. 1932. No buffer acquisitions were proposed along Longstreet Drive or the portion of Brock Road south of Orange Plank Road. The land between the park lands north of Route 20 was also excluded, as was the Ellwood clearing and site of the Wilderness Tavern.<sup>7</sup>

### MISSION 66-Era Park Development

During the park's ten-year MISSION 66-era, park planning at Wilderness was influenced by local conditions, notably the state's plans for upgrading the public roads as well as increasing suburban development. By the early 1960s, a number of suburban (non-farm) houses had been built along Route 3 from Brock Road east, a few along Route 20 near Ellwood, and several others along Brock Road near the Cooke Farm (fig. 1.177). To improve automobile access and encourage development, the state began work in 1961 on widening Route 3 into a four-lane divided highway from Fredericksburg to Culpeper. By 1966, the project had been completed west to Chancellorsville. The widening was spurred in part by construction of Interstate 95, which was completed to Route 3 outside Fredericksburg in 1964. Despite the highway and residential development in the region, the larger area of Wilderness battlefield remained little changed since World War II, except for a new alignment of Route 20 at the intersection of Route 3 built in the early 1950s (see fig. 1.177). This new alignment extended through the



Figure 1.177. Topographic map of the Wilderness showing the local context of MISSION 66-era park planning, including the realigned Route 20 and suburban houses built along public roads, 1966. No large-scale residential subdivisions had yet been platted. The solid red roads were identified as heavy duty (asphalt paved); the dashed red lines, including Hill-Ewell Drive, were medium-duty roads (oiled gravel); the outlined roads, including Longstreet Drive, were light duty (graded dirt/gravel); and the dashed lines indicate unimproved dirt roads. The companion quadrangle to the west was not produced in 1966. (Detail, USGS Chancellorsville quadrangle map, 1966 based on 1963 aerial photographs, annotated by SUNY ESF)

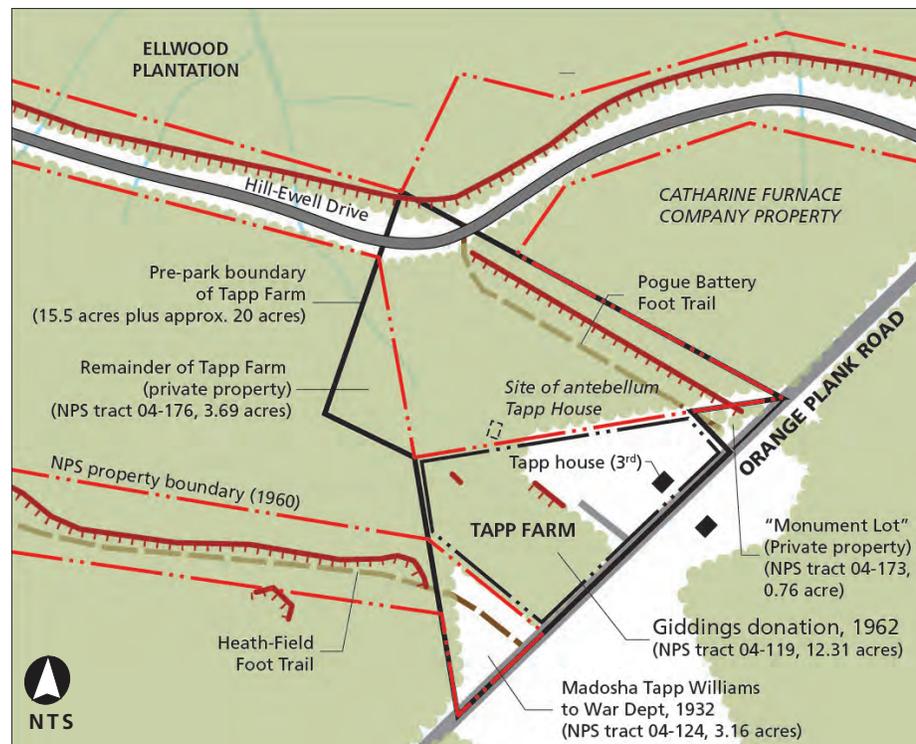
Jennings Farm that was part of the antebellum Ellwood Plantation, away from the banks of Wilderness Creek. The old segment of Route 20 became an access road to the Jennings farmstead and Alexander (Wilderness Chapel) Cemetery.<sup>8</sup>

### *Land Acquisition*

Park Superintendent Oscar Northington was an ardent supporter of acquiring land to combat growing commercial and residential development throughout the four units of the park. Perhaps because Wilderness was the most remote unit from the Interstate 95 corridor, the park focused its land protection efforts during the MISSION 66 years around Fredericksburg battlefield where most development was occurring in the 1950s and early 1960s. In 1963, the park issued a plan to acquire three tracts at Wilderness, all on former Catharine Furnace lands: a twenty-nine-acre parcel between Hill-Ewell Drive and Poague Battery Foot Trail, a strip of land along the north side of Orange Plank Road between Hill-Ewell Drive and Brock Road, and a buffer strip along the park land on the west side of Brock Drive north of the plank road. By 1966, however, the park had not acquired these properties. Since 1945, it had acquired just two parcels, and both were through donations. In addition, one of the park's cooperating associations, the Eastern National Park & Monument Association, purchased a fifty-three-acre parcel in 1959. The property, which was Tract #2 at Ellwood acquired from Gordon and Blanche Jones, was surrounded by park land along Hill-Ewell Drive and the Heath-Field Foot Trail northwest the Tapp Farm. It would not be conveyed to the park until a number of years later.<sup>9</sup>

Around the same time of the Eastern National purchase, the park acquired its first property at Wilderness since before World War II: the tiny 50-square-foot Hays Memorial tract along Brock Road. The parcel was donated to the park in 1959 by the Fidelity Trust Company of Pittsburgh, which presumably had taken title from the 63<sup>rd</sup> Pennsylvania Regimental Association that had received the plot at the memorial's dedication in 1905.<sup>10</sup> The second addition to the park was 12.31 acres of the Tapp Farm that was deeded to the park on October 25, 1962. The property was the gift of Dr. Allan M. Giddings, on behalf of the Battle Creek (Michigan) Civil War Roundtable. Giddings, who served as president of the Roundtable, acquired the property in ca. 1960 from W. E. and Margarete Wine, two decades after Dr. Douglas S. Freeman had tried to raise funds to purchase it from Phenie Tapp. The donated property was surrounded by park land along the Poague Battery Foot Trail and Heath-Field Foot Trail acquired from the Tapp family in 1932 (fig. 1.178). The 12.31 acres was the remainder of the 15.5-acre property that Phenie Tapp purchased from Horace and Betty Lacy in 1899. To the north, Phenie had also owned a small 3.69-acre triangular parcel that may have been the remainder of a 35-acre parcel that she inherited from her daughter Madosha, but this was not included in Dr. Giddings's purchase. The triangular Monument

Figure 1.178. Diagram of the Tapp Farm showing the parcel donated to the park by Dr. Allan Giddings in 1962, in relation to parcels previously acquired by the park. (SUNY ESF, based on 1930 Battle Fields Memorial Commission map and current park tract data)



Lot with the Lee to the Rear Marker also remained private property, but the park managed it as federal land.<sup>11</sup>

#### *Developed Areas*

Under MISSION 66, the only developed area planned for Wilderness was the new visitor orientation area (exhibit shelter), which was to replace the CCC-era orientation area on Route 20. In keeping with the MISSION 66 master plan for the park that discouraged picnicking, the CCC-developed picnic areas at Route 3 and on Hill-Ewell Drive were not reopened following their shut-down during World War II.

The CCC-era visitor orientation area, with its rustic information station built in 1935, parking lot, orientation disc, battlefield map, continued to function as the primary interpretive facility at Wilderness through the early 1960s (fig. 1.179). The reconstructed trench and gun pit along Ewell's works to the north probably also remained to some extent. Prior to the start of the MISSION 66 planning, the park still valued the information station, as it noted in a 1952 Park Operations Prospectus:

There are four attractive, one-room, rustic wood and stone, information stations, one in each field where historians and rangers are sheltered when on field duty. Each is supplied with necessary furniture and each contains applicable maps and exhibits.<sup>12</sup>

The prospectus also noted that the Wilderness information station was adequate for handling visitors to the battlefield. Based on the park's MISSION 66 planning,

Figure 1.179. The 1935 visitor contact station looking northwest from Route 20, ca. 1950. The front walk with the bridge over the road ditch led to Hill-Ewell Drive. (Fredericksburg and Spotsylvania National Military Park, Wilderness photographs, box 1)



however, this facility was identified as outdated. By 1957, park service planners had located a new facility—a seasonally-operated open-air exhibit shelter for visitor orientation and interpretation—on the west side of Hill-Ewell Drive, about 200 feet south of Route 20. Superintendent Northington objected to this location because of traffic control issues on Hill-Ewell Drive related to private road access to timber tracts and a dairy operation. Northington suggested that the park abandon the drive or give it to the state, but later agreed with plans to locate the exhibit shelter, which would include improved parking and vehicular access, along Route 20 near the site of the CCC camp and south of the 1937 Utility Building (see fig. 1.176).<sup>13</sup> This location was in the heart of the Union advance through Saunders Field on May 5, 1864. Regional park planners and landscape architects abandoned the CCC-era site because they felt it could not accommodate the space needed for the new facility due to the limits of the park property boundary to the west and Ewell’s works to the east. They also felt the proposed site on Route 20 “can be made more attractive and would draw more visitors.”<sup>14</sup>

The new MISSION 66 visitor center and exhibit shelters for Fredericksburg-Spotsylvania National Military Park were designed in a Modernist style by the National Park Service Eastern Office, Design and Construction, with Robert E. Smith serving as Chief Architect. All of the buildings were designed with similar massing and materials—very low gable roofs, steel frames, and brick walls. After the Chancellorsville visitor center was dedicated in May 1963, work began on construction of the Wilderness exhibit shelter, scheduled for completion in time for the centennial of the Battle of the Wilderness, May 5-7, 1964. By July 1963, clearing and grading of the site was underway (fig. 1.180). The open-air exhibit shelter featured a front section without walls that served as a visitor gathering place and held a map of the battlefield, and rear section enclosed by three brick walls that contained the exhibits (fig. 1.181). Although the site was within the battle-era clearing of Saunders Field, park designers kept the surrounding woods (nearly all of Saunders Field was wooded at the time), and retained a number

**Figure 1.180.** The site of the new Wilderness exhibit shelter, looking northwest along Route 20 at the start of construction, July 19, 1963. (Fredericksburg and Spotsylvania National Military Park, Wilderness photographs, box 1)



**Figure 1.181.** The 1963 Wilderness exhibit shelter and its contemporary site features, looking east across the parking lot showing as-built conditions with later repairs, ca. 2000. The clearing visible in the right background was made in 1987. (Fredericksburg and Spotsylvania National Military Park, Wilderness Battlefield Exhibit Shelter website)



of trees, including white oak, willow oak, and cedar, as specimens. The site was laid out with two access drives off Route 20, an asphalt-paved and concrete-curbed parking lot for ten cars and a bus, and a concrete walk that led to the exhibit shelter at the northeast corner of the lot (fig. 1.182). The site development rerouted a small battle-era stream, which was within a decisive gully in Saunders Field, through a pipe and ditch. Site furnishings included an aluminum flagpole in front of the exhibit shelter and wood bollards along the edge of the parking lot, plus new signs in keeping with updated MISSION 66-era park standards. Flowering dogwood, Japanese holly, and periwinkle were planted around the exhibit shelter. The entire project was substantially complete by late October 1963. The 1935 visitor information station was moved acquired by a local resident and off-site soon after this time, but the in-ground concrete orientation disc and parking lot lined by creosote bollards were abandoned in place.<sup>1516</sup>

Just east of the exhibit shelter was an unpaved road that led to the 1937 Utility Building, which remained the park maintenance facility for Wilderness despite the development of a new maintenance area at Chancellorsville (see fig. 1.182). The unpaved road was originally the access road to the work yards of the CCC camp. No trail was built to connect the exhibit shelter with the Early Foot Trail to the west, since the park recently made it accessible by car.<sup>17</sup>

*Drives and Trails*

The extensive trail system built by the CCC declined in condition following World War II due to the lack of public interest in hiking along with the park’s limited resources for maintenance. Perhaps because the trails provided the only access to large portions of the Wilderness park, they were maintained, in contrast to most of the trails at Chancellorsville that were abandoned. The only known substantial change through the MISSION 66 era was the conversion of portion of the Early Foot Trail north of the visitor information station into a segment of the automobile tour route that the park established in the early 1950s, which gave drivers access to the site of Gordon’s Flank Attack (see fig. 1.176). This conversion was probably easy, since the trail followed a graded earth road that was built by the CCC as a utility road in ca. 1933. The road connected with a post-battle woods road to the west, but drivers had to turn around at the park boundary. The park maintained the western part of the Early Foot Trail for pedestrian-use only.<sup>18</sup>

Figure 1.182. Working site plan for the Wilderness exhibit shelter completed just prior to the start of construction, 1963. (Detail, National Park Service, “Grading, Paving, and Landscape Plan – Wilderness Exhibit Shelter,” working drawing, August 21, 1963, NPS Technical Information Center, FRSP 326 3033B)

Hill-Ewell Drive and Longstreet Drive were also maintained through the MISSION 66 period. Changes were limited to addition of asphalt pavement over the original oiled gravel in 1965 (fig. 1.183). Longstreet Drive was not paved, probably due to its lower traffic volume. The CCC-built log guiderails may have been removed at this time. The only other changes occurred through the addition of private access roads from adjacent farms and timber lands.<sup>19</sup>

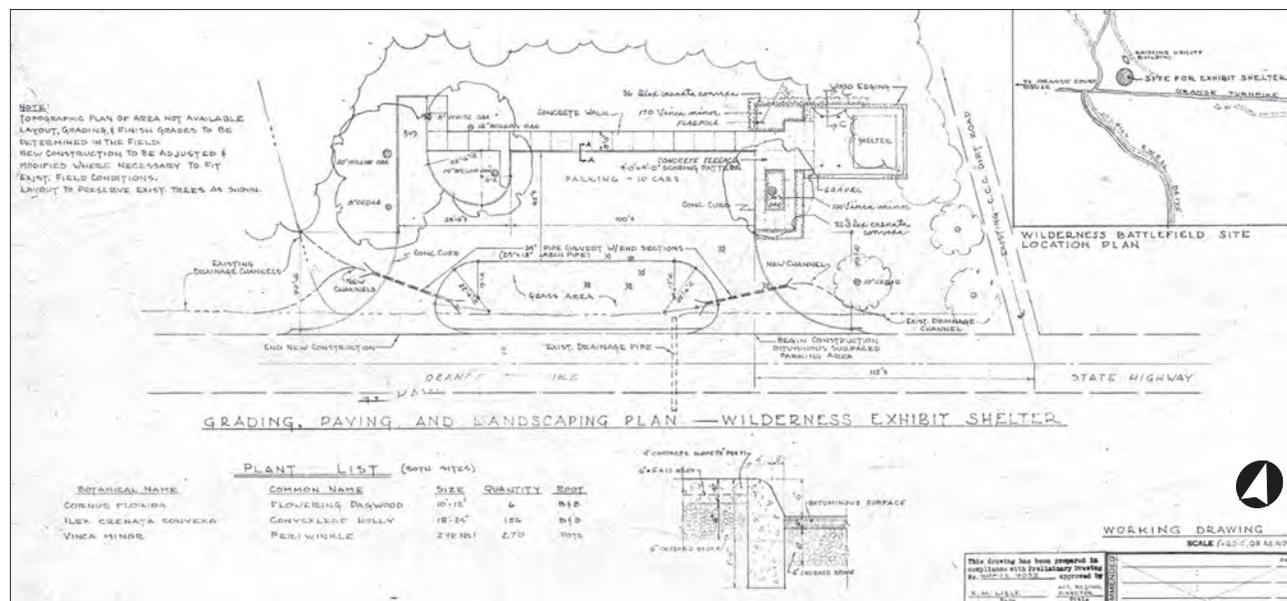


Figure 1.183. Asphalt paving underway on Hill-Ewell Drive, looking north from the bridge over South Branch-Wilderness Run, August 1965. (Fredericksburg and Spotsylvania National Military Park, Wilderness photographs, box 3)



#### *Historic Scene Restoration*

Because the park's land ownership remained limited to narrow tracts through the MISSION 66 period, it had little opportunity to undertake battlefield landscape restoration. One exception was the 12.31-acre Tapp Farm parcel donated to the park by Dr. Allan Giddings in 1962. Following the filing of the deed on October 25, the park made plans to remove development from the site, all of which post-dated the battle. By December 1963, Phenie Tapp's house was gone and the site had been cleared. Allan Giddings wrote Superintendent Northington on December 10 about his disappointment in not being able to see the improvements the prior summer, and remarked that the "Tapp place must look much better with the junk around the site of Phenies [sic] last home cleaned out."<sup>20</sup> After the site had been cleared, the park installed a split-rail fence along the Orange Plank Road that continued along the frontage of the adjacent Monument Lot with the Lee to the Rear marker. The park also built a short drive and turn-around near the old head of the Heath-Field Foot Trail so drivers could access the Tapp Farm, in place of the earlier access next to the Monument Lot.<sup>21</sup>

#### *Signs and Markers*

In the late 1940s prior to the start of MISSION 66 planning, Fredericksburg and Spotsylvania National Military Park staff designed a new type of marker to identify positions held by military units on the four battlefields, usually along trench lines. These markers consisted of a 14-inch-square shaft of muted tan-colored concrete mounted at a height of approximately six inches, with an inscription on the top face. This inscription included a key for each battlefield using the first letter followed by "N"—WN designated Wilderness. At Wilderness, at least fourteen of these so-called N Markers were installed (fig. 1.184). The one at the Brock Road-Plank Road intersection was inscribed: "HANCOCK'S (FED.) TRENCHES MAY 5-7 1864 WN-14."<sup>22</sup>

Figure 1.184. One of the so-called N markers installed beneath two ca. 1938 narrative signs, probably at the south end of Ewell's trenches along Hill-Ewell Drive, photographed ca. 1950. (Fredericksburg and Spotsylvania National Military Park, Wilderness photographs, box 3)



The N Markers apparently met with little success, and most were probably removed during the MISSION 66 years when the park redesigned most of the park signage. The park removed or modified the various styles of wood signs made by the CCC, but kept the metal identification tablets designed by the War Department and even reproduced new ones in aluminum. In 1965, the park installed one of these off the Pogue Battery Foot Trail at the 12.31-acres of the Tapp Farm donated by Dr. Allan Giddings in 1962. The text on the tablet, manufactured by Sewah Studios of Marietta, Ohio that the park had used in the past for other tablets, identified the Widow Tapp Farm in keeping with their originally intended use in identifying battlefield features. The tablet also contained text noting that the property was donated by Giddings on behalf of the Civil War Roundtable of Battle Creek, Michigan (fig. 1.185).<sup>23</sup>



Figure 1.185. A War Department-style identification tablet installed on the recently donated Tapp Farm in 1965, photographed ca. 1980. The post-battle second Tapp house or outbuilding stood near the grove of trees in the middle ground. (Photograph by Ron Carlson, in Robert Garth Scott, *Into the Wilderness with the Army of the Potomac*, 1985)

Figure 1.186. A MISSION 66-era narrative sign that was modified from the original rustic specification adopted in 1938, showing example at the site of Longstreet's Wounding along Orange Plank Road, 1987. The light blue paint on these so-called Happel signs was a later modification of the original gray color scheme. (Fredericksburg and Spotsylvania National Military Park, Wilderness photographs, box 5)



The park also retained the overall design of the large narrative signs with wood frames and pointed finials introduced in ca. 1938, but modernized the rustic appearance by painting the wood frame gray and replacing the brown Masonite sign boards with painted cast aluminum panels (fig. 1.186). They were designed to be read from automobiles, and were located in pairs at the entrances to the drives, with one sign containing a narrative panel and the other a battlefield map. They were also installed along the park drives and public roads at historic sites, such as the site of Longstreet's wounding on Orange Plank Road and at the Brock Road-Plank Road intersection. The narrative panels featured a logo for each park unit, designed by park historian Ralph Happel (and hence became known as Happel signs); the Wilderness logo showed a soldier firing his rifle from behind a tree. Another sign introduced during MISSION 66 identified the newly instituted tour stops (fig. 1.187). The park also designed new entrance signs, which in contrast to the other MISSION 66-era signs, continued the use of a rustic style, but with a stylized rustic font used throughout the National Park System (fig. 1.188).<sup>24</sup>



Figure 1.187 (right). A MISSION 66-era tour-stop sign at the intersection of Jackson Trail West and Brock Road, photographed ca. 1964. In the background are MISSION 66-era remodeled narrative signs. (Fredericksburg and Spotsylvania National Military Park, Chancellorsville photographs, box 8)

Figure 1.188. A MISSION 66-era rustic sign at the east approach to the exhibit shelter along Route 20 installed in ca. 1965, photographed 1990. This photograph also shows the widened shoulders and drainage built as part of the state improvements to Route 20 in 1968, as well as the clearing of Saunders Field in ca. 1987. (Fredericksburg and Spotsylvania National Military Park, Wilderness photographs, box 2)



The park kept the idea of an orientation compass developed during the CCC years to help orient visitors to other units of the Fredericksburg-area battlefields. Probably because the CCC-era ground-level discs built in the 1930s were difficult to read, the park designed a larger bronze compass disc that was set on a raised stone pedestal surrounded by flagstone paving. Eight were installed throughout the park and in the national cemetery. At Wilderness, the park installed one at Saunders Field along the east side of Hill-Ewell Drive near Route 20, rather than at the recently completed exhibit shelter on Route 20. The second compass was installed at the Brock Road-Plank Road intersection, but on the south side across from where the CCC disc was located (fig. 1.189). Both were installed in 1965.<sup>25</sup>

The park introduced a new type of interpretive device during the late MISSION 66 years: reproduction artillery—cannons and limbers (shell wagons). Although not signs in the traditional sense, cannons were widely-recognized battlefield symbols and had been used by the War Department at Gettysburg since the 1890s, and had been part of its initial park plans at Fredericksburg. At Wilderness, the park placed a cannon and a limber at the front of the exhibit shelter on Route 20, and one cannon at either entrance to Hill-Ewell Drive. These artillery pieces helped to reinforce the identity of the disparate parts of the national military park.<sup>26</sup>

The park maintained its philosophy through the MISSION 66 years that the battlefield landscape provided the primary interpretive resource, and it therefore continued to discourage addition of commemorative works. Just two were installed at Wilderness during this time, both during the centennial year of the battle in 1964. One was a low granite block with a plaque that marked the rededication of the 12<sup>th</sup> New Jersey marker and 20.79-acre tract at the southwest side of the Brock Road-Plank Road intersection that was given to the park by New

**Figure 1.189.** The Brock Road-Plank Road intersection, looking southwest showing a MISSION 66-era orientation compass near the corner and three adjacent Happel signs, ca. 1970. (Fredericksburg and Spotsylvania National Military Park, Wilderness photographs, box 2)



Jersey in 1941. The rededication ceremony, held on May 16, 1964 by the Civil War Centennial Commission of New Jersey, was held because the original dedication ceremony planned for Memorial Day 1942 was canceled due to World War II.<sup>27</sup>

The second commemorative work was a monument that commemorated the Texas Brigade and its role in the Lee to the Rear incident, which the park service approved for installation in May 1963. Installed at the Tapp Farm a few months following the New Jersey monument rededication, it was one of eleven similar markers placed by the Texas State Civil War Centennial Commission between 1963 and 1965. Perhaps because the Texas commission had developed a common design for its centennial monuments, the park did not oppose the formal design: an 8-foot-tall red-granite shaft on a rectangular pedestal—a clear departure from the rustic style used for commemorative works installed under earlier park service administration (fig. 1.190). The inscription on the front or north side of the monument was written by a Texas historian, while the back or south side facing the road was written by historian Douglas Southall Freeman who had tried to raise funds to acquire the Tapp Farm in the late 1930s. The monument, fabricated by the Strasswender Marble and Granite Works of Austin, Texas, was installed in 1963 or 1964 on the shady grounds of the 0.76-acre Monument Lot near the site of the Texas Brigade gravesites and the memorial stone dedicated in ca. 1891. No dedication ceremony was held. Although managed by the park, the Monument Lot was still legally private property.<sup>28</sup>

#### **POST-MISSION 66 PARK EXPANSION**

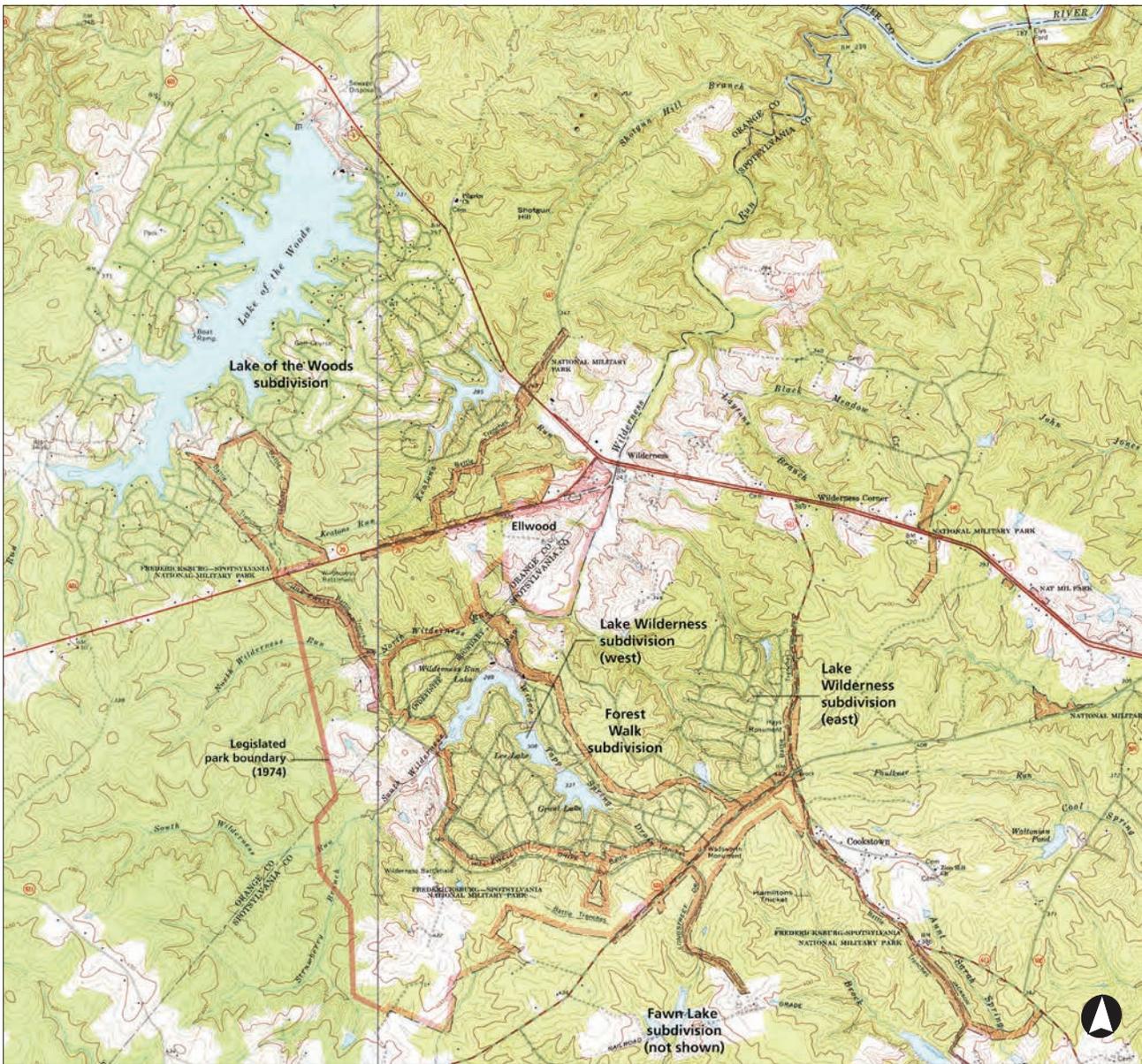
The centennial of the Battle of the Wilderness in 1964 and completion of the MISSION 66 program in 1966 marked the beginning of the end of the rural, remote character of the Wilderness that had remained largely intact since the Civil War. Large-scale suburban subdivisions pushed the National Park Service to

**Figure 1.190. The Texas Monument installed in 1964 on the Monument Lot at the Tapp Farm, looking south toward Orange Plank Road, ca. 1965. (Fredericksburg and Spotsylvania National Military Park, Monument photographs)**



retire the Antietam system and instead pursue a policy aimed at preserving large tracts of the battlefield. After 1966, the park made few changes to the designed park landscape, and instead focused almost solely on battlefield acquisition, preservation, and interpretation.

The change in the park's setting came through several sprawling residential subdivisions that were platted in quick succession in the late 1960s, although the full build-out took decades. Most of these subdivisions occurred on land that witnessed fighting on May 5-6, 1864. On February 3, 1967, the plat for the 2,652-acre Lake of the Woods subdivision on the antebellum Orange Grove plantation north of the park was recorded with Orange County. The development encompassed more than 4,000 residential lots, which along the south side were laid out directly adjacent to park boundaries near the Early Foot Trail and Ewell's Confederate works, and the Wright-Humphreys Foot Trail that followed Sedgwick's Union works (fig. 1.191). Extremities of these earthworks fell within the subdivision and portions were probably obliterated as part of the development. In 1969, the 1,200-lot Lake Wilderness subdivision was platted in two separate tracts: on the Ellwood property between the Confederate works along Hill-Ewell Drive and Federal works along the Warren-Wadsworth Foot Trail, and on the former Catharine Furnace Company land west of Brock Road where General Hays received his mortal wounds (see fig. 192). House lots were laid out directly adjacent to park boundaries, within view of the foot trail, Hill-Ewell Drive, and Brock Road. A third, smaller subdivision, Forest Walk, was platted in ca. 1969, consisting of a single unpaved road lined by ten-acre residential lots. For a good deal of its length, the rustic Warren-Wadsworth Foot Trail became hemmed in by development on both sides. A fifth subdivision, later

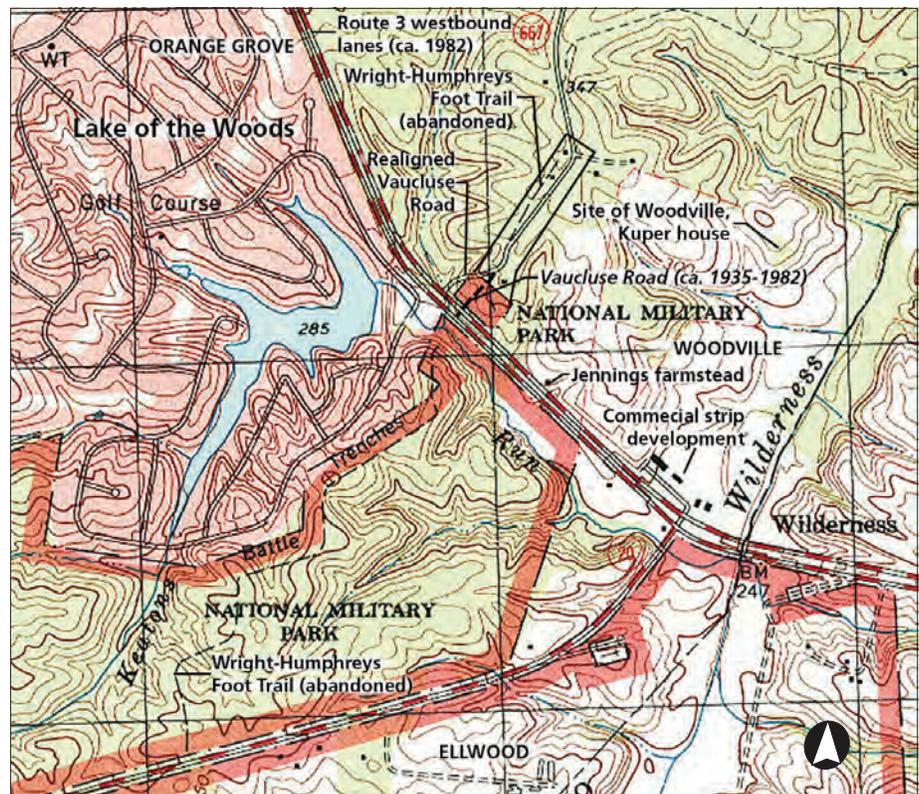


**Figure 1.191. Topographic map of the Wilderness showing road construction in the Lake of the Woods and Lake Wilderness subdivisions, surveyed 1969 (right two-thirds) and 1973 (left third). The Fawn Lake subdivision was platted after the maps were surveyed. The broad red lines indicate the approximate legislated boundary of the park; not all land within this boundary was owned by the park. (Detail, USGS Mine Run quadrangle map, 1969, and Chancellorsville quadrangle map, 1973, annotated by SUNY ESF)**

named Fawn Lake, was begun in ca.1975 south of Orange Plank Road and west of Longstreet Drive. In the 1990s, the development was greatly expanded across 2,800 acres of the antebellum Greenfield Plantation and used Longstreet Drive for its main access, but the development avoided most the woods immediately south of Orange Plank Road and west of Brock Road that saw the heaviest fighting.<sup>29</sup>

Highway expansion accompanied this development. In winter 1966, the state was negotiating with the park about widening its Route 20 right-of-way through Wilderness. The project, which kept the highway to two lanes, widened the pavement and shoulders, and retained the realignment to Route 3 built in ca. 1950, but required taking of park land at the crossing of the Confederate and Federal lines. The project also added turning lanes at the exhibit shelter and Hill-Ewell Drive, and created a pull-off for the park’s tour stop #24 along the north side of the road near Route 3. The Route 20 improvements were completed in

Figure 1.192. Topographic map made in 1994 showing westbound lanes of Route 3 west of Route 20 built in ca. 1982, and related changes at its crossing of park land. The map also shows development to date on the southern part of the Orange Grove Plantation and on Woodville Plantation. (Detail, USGS Chancellorsville quadrangle map, 1966 updated to 1994, annotated by SUNY ESF)



1968. In 1973, the state's widening of Route 3 into a divided four-lane highway had extended just past the Route 20 intersection, but stopped short of the park land at the crossing of Sedgwick's Line (see fig. 1.191). Not until a decade later in ca. 1982 did the state complete its widening of Route 3 west and north to Germanna. The project took park land at the crossing of Sedgwick's Line to build the westbound lanes, and realigned Vaucluse Road (Route 667), which was built in ca. 1935 to provide access to the northern segments of Sedgwick's Line and the Wright-Humphreys Foot Trail. Due to the road cut into the rise of park land known as Todd's Hill, Vaucluse Road was realigned off park land and intersected Route 3 to the west (fig. 1.192). Portions of the road were on land that the park sold off in 1973.<sup>30</sup>

### Battlefield Preservation

Fredericksburg park staff were alarmed by the Lake of the Woods and Lake Wilderness subdivisions, but the park's new master plan adopted in 1968 only made modest proposals for land acquisition. These efforts did little to save the most critical battlefield land between the Confederate and Federal lines, which was being platted for the Lake Wilderness subdivision as the master plan was being finalized (fig. 1.193). The master plan still focused on acquiring narrow strips of land, mostly to buffer existing park property and protect the wooded setting along Route 20 and Orange Plank Road, as well as accept land acquired by Eastern National Park and Monument Association near the Tapp Farm in 1971. For the first time, the park also proposed acquiring the core of Ellwood with

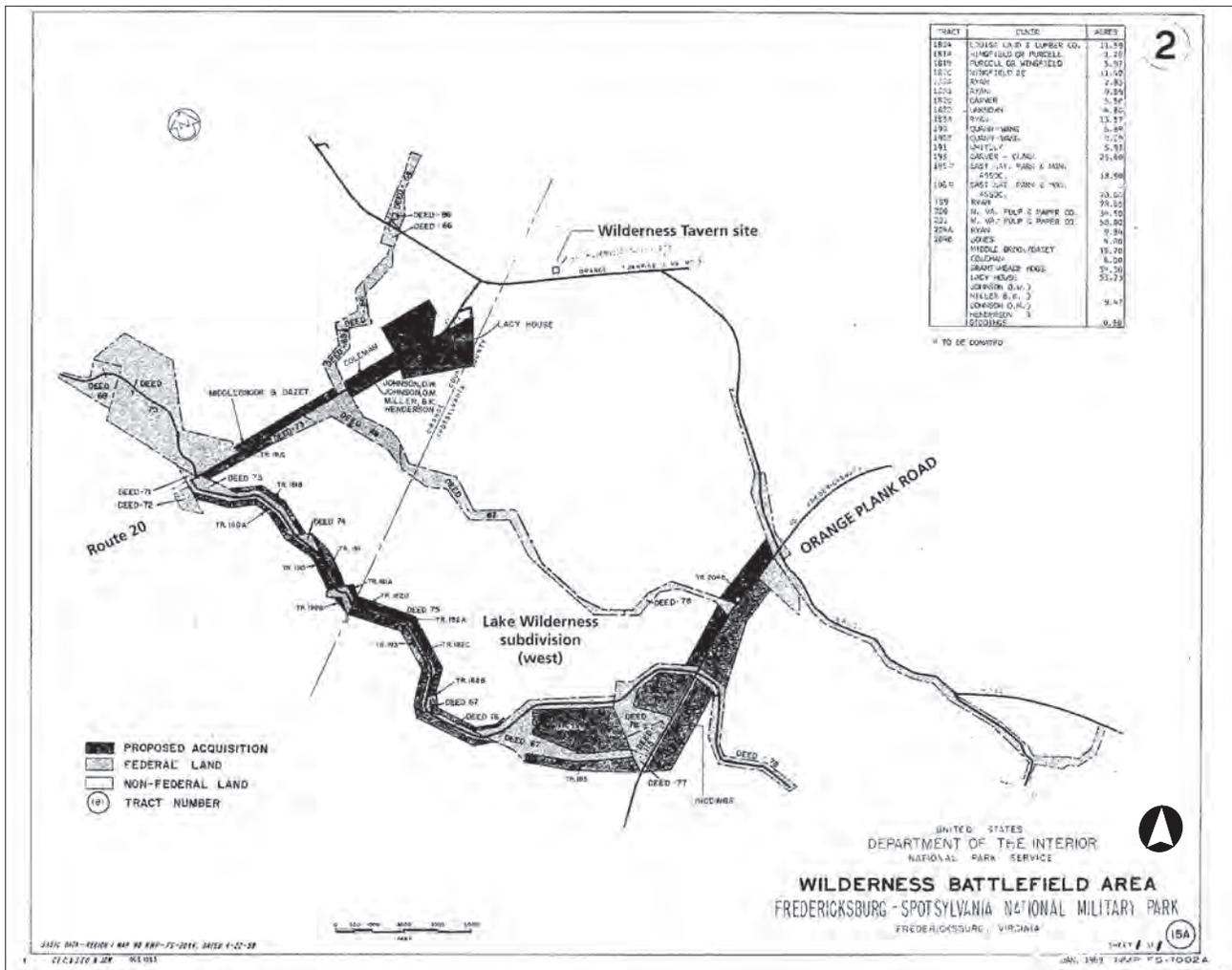


Figure 1.193. Map showing proposed park property acquisitions that still largely followed the original Antietam System plan, January 1969. The Lake Wilderness subdivision was being planned at the time the map was drawn. (National Park Service, "Wilderness Battlefield Area," January 1969, NPS Technical Information Center, FRSP 326 7002A, annotated by SUNY ESF)

the Lacy house, and the site of Grant’s Headquarters where the park planned to begin visitors’ tour of the Wilderness. Within five years of the 1968 master plan, the park had acquired the Lacy house and more of the Ellwood clearing than had been planned, but the Tanner-Lyons Farm on the eastern half remained in private ownership.<sup>31</sup>

Because of the shortcomings of the 1968 master plan in terms of land protection, the National Park Service began work on an expansion study that resulted in new boundaries for the national military park approved by Congress in 1974. For the first time, the park abandoned the Antietam system plan and called for acquisition of entire tracts of battlefield, rather than narrow strips. The legislation established a park boundary within which the park was authorized to acquire land. Studies undertaken in the early 1970s also recommended alienation of existing park land, including the narrow strips along the Warren-Wadsworth Foot Trial (Federal Line) that were hemmed in by development, but subsequent plans abandoned this proposal. The park service did sell off about ten acres at the northern extent of Sedgwick’s Line north of Route 3 through a land-swap in 1973 with a private developer, Ralph England, that also brought the Chancellorsville Inn site into the park.<sup>32</sup>

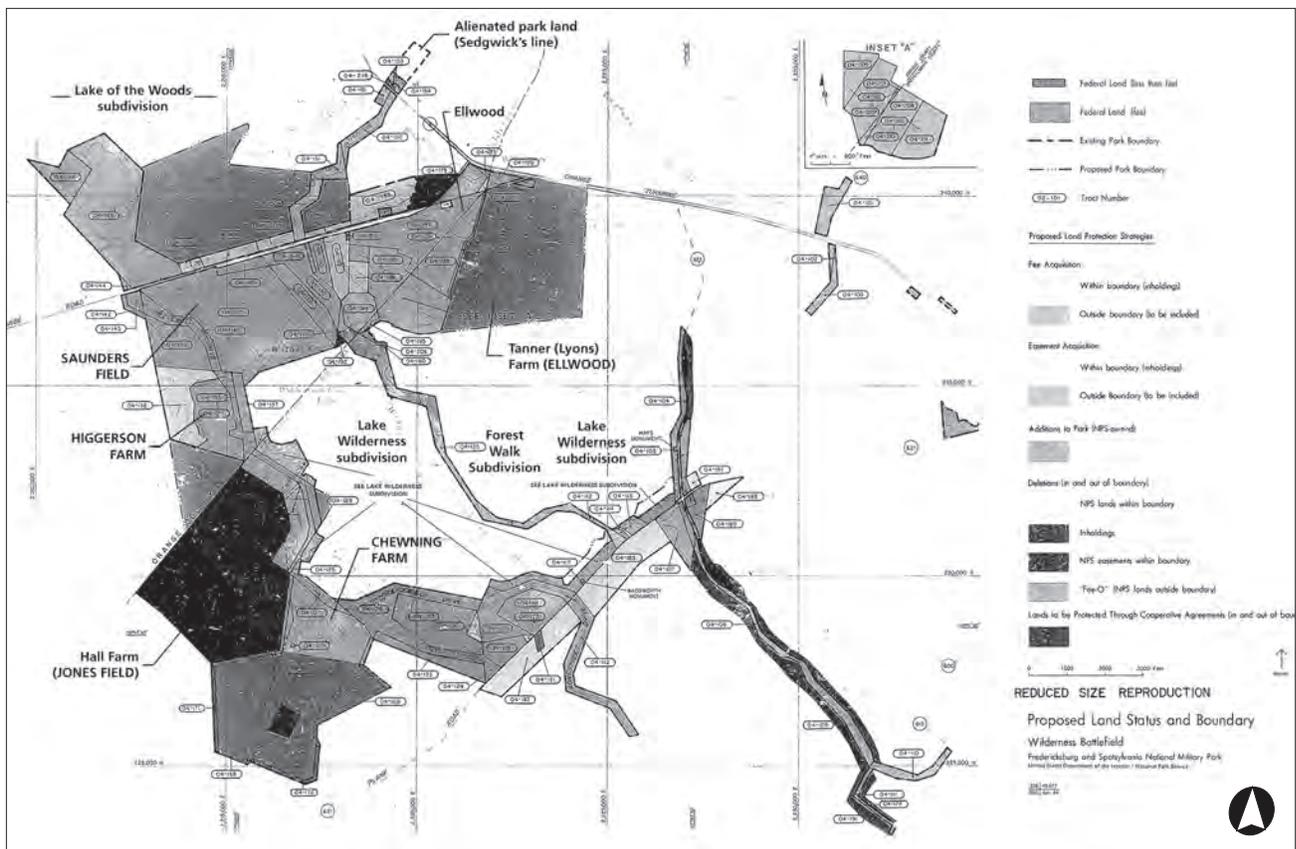


Figure 1.194. Map produced in 1984 showing park land within the authorized boundary as expanded since 1974. Some of these additions were not authorized until 1989. The darker areas indicated private inholdings or park parcels with less than fee ownership (scenic easements). (National Park Service, "Proposed Land Status and Boundary, Wilderness Battlefield," April 1984, NPS Technical Information Center, FRSP 326 0072, annotated by SUNY ESF)

During the decade following the 1974 boundary expansion, the park acquired land within its authorized boundary and planned additional boundary expansions that were addressed in a General Management Plan adopted in 1986, and a related Land Protection Plan first adopted in 1986. By this time, the park had acquired or was planning to acquire title or interest in the Tanner-Lyons Farm in the Ellwood clearing, Saunders Field, the Chewning and Higgerson farms, land north of Route 20 between the exhibit shelter and Federal line, and buffers along Orange Plank Road and Brock Road (fig. 1.194). Most of these lands came within an expanded park boundary authorized in 1989, which incorporated about 475 acres of private land and 287 acres of already federally owned land into the park. The 1989 boundary also added additional buffers to Hill-Ewell Drive and Orange Plank Road by expanding the park boundary to the adjacent outer string of residential lots within the Lake Wilderness subdivision (east and west sections), most of which were still undeveloped (fig. 1.195). As funding permitted, the park purchased these lots, but several were developed because of the slow pace of acquisition.<sup>33</sup>

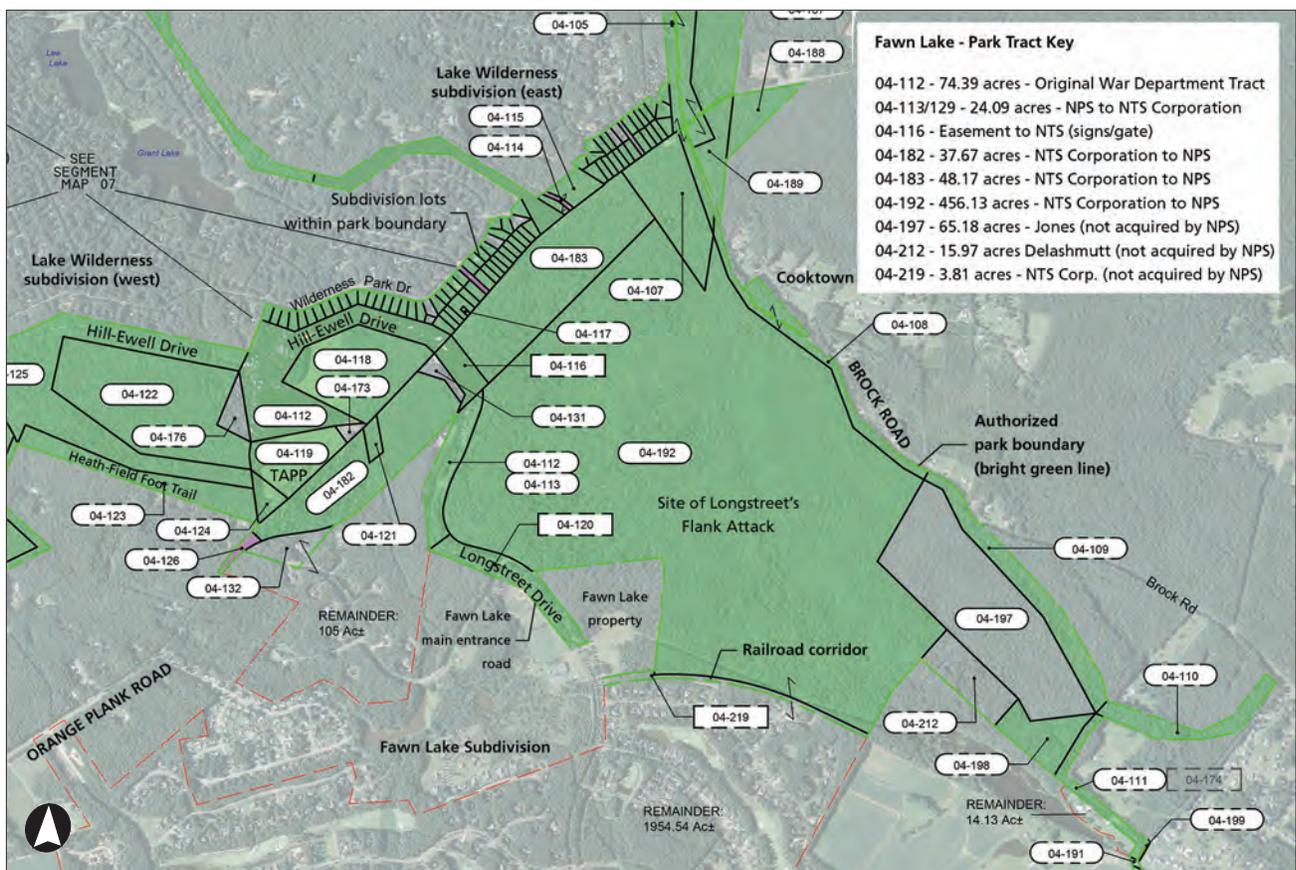
As the 1989 boundary expansion was being considered, the NTS Development Company of Louisville, Kentucky proposed a 1,500-lot high-end residential development known as Fawn Lake on nearly 3,000 acres of the former Catharine Furnace and Greenfield Plantation lands south of Orange Plank Road. The development threatened the site of Longstreet's flank attack on May 6, 1864 (woods from the railroad north to Orange Plank Road), and would have left the



groups over NTS’s construction of the Fawn Lake gateway at the entrance to Longstreet Drive, the National Park Service was forced to reconsider adding the Longstreet Flank Attack site to the park boundary. By 1992, Spotsylvania County supported the boundary expansion, and in 1992, Congress passed legislation that incorporated the 456-acre NTS property (tract 04-192), along with two adjacent private properties (tract 04-197, 212) and another tract north of Route 20 into the park (see fig. 1.196). The legislation stipulated the land could be acquired by donation only. The Trust for Public Land offered to acquire the 456-acre NTS tract for \$2.7 million, but NTS was unwilling to sell at that price because it had approvals to develop 177 houses on the property that would be worth much more. In 1999, Spotsylvania County helped negotiate a compromise by allowing NTS to develop other parts of its property more densely in exchange for selling the Longstreet Flank Attack tract. NTS agreed to sell provided the National Park Service bought the property within three years. In 1999, Congress passed legislation that authorized purchase instead of donation, and in 2002, the federal government and NTS agreed on a cost of \$6.1 million for the 456-acre tract.<sup>36</sup>

**Figure 1.196. Aerial photograph of the southern part of Wilderness Battlefield and Fawn Lake subdivision, 2015. The annotations show park tracts (shaded green) at the site of Longstreet’s Flank Attack acquired in the 1990s and early 2000s through negotiations with NTS Corporation, the developer of Fawn Lake. (National Park Service, “Wilderness Area, Segment 04” [FRSP land status map], updated to September 2015, annotated by SUNY ESF)**

While the outcome of the Fawn Lake negotiations provided benefits to the park, the process reflected the difficult process that the National Park Service had to follow to preserve threatened areas of the battlefield. In 1991, the park adopted a revised Land Protection Plan that emphasized the use of partnerships with local governments and not-for-profit organizations to achieve land conservation, both



within the park’s authorized boundary and outside in so-called related lands. In an era of rampant development and pressures for a smaller federal government, these partnerships provided an important tool for conservation of historic battlefield land. At the Wilderness, land conserved by park partners during this time included a 136-acre tract north of Route 20 between the Confederate and Federal lines (tract 04-106) that was donated to the park in 1990 by The Conservation Fund. Between 2001 and 2007, the Central Virginia Battlefield Trust acquired eighteen acres of the antebellum Ellwood Plantation along Route 20 near Route 3. This regional land trust soon acquired 175 acres of the Link Farm along both sides of Route 3 east of Wilderness Run between 2009 and 2012. One of the most contentious land preservation issues of this period involved Orange County’s 2009 approval of a Wal-Mart Supercenter to be built on the antebellum Woodville Plantation immediately north of the Routes 3 and 20 intersection, but just outside the park boundary (fig. 1.197). The site was next to commercial development, including a prominent Sheetz gas station-convenience store and two strip shopping centers, that had been built around the intersection since the 1990s. Under pressure from a coalition of preservation groups, Wal-Mart abandoned its plans in 2011 and donated the 50-acre tract to the State of Virginia. Five years later, park partners were successful in acquiring their largest parcel of battlefield land to date. In 2016, the Civil War Trust (now the American Battlefields Trust) acquired 355 wooded acres east of the park’s land along Brock Road and north of Orange Plank Road that included the alignment of the abandoned Germanna Plank Road.<sup>37</sup>

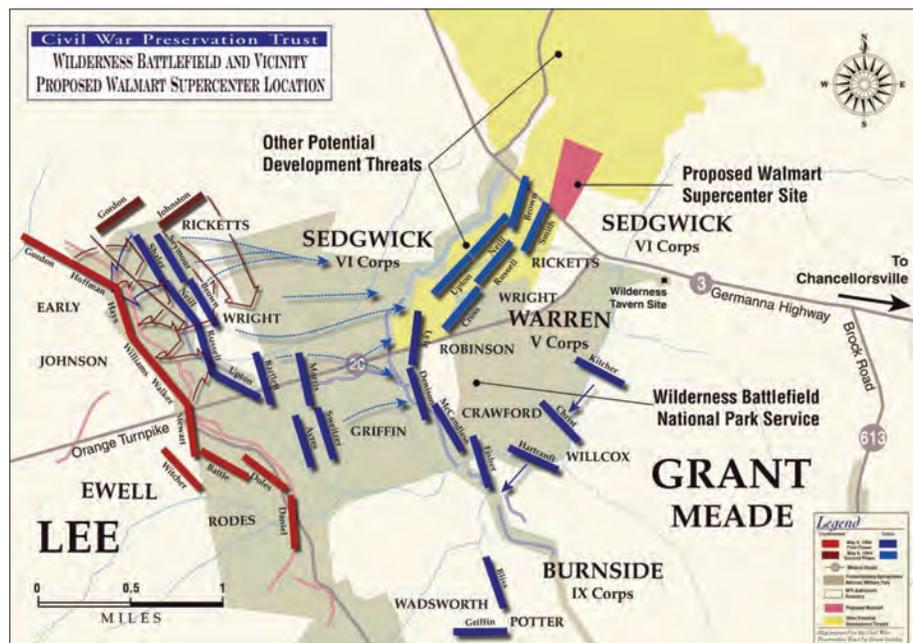


Figure 1.197. Map produced by the Civil War Trust showing site of the proposed Wal-Mart Supercenter in relation to battle action, ca. 2010. (American Battlefield Trust)

### **Post-1966 Wilderness Battlefield Park Development**<sup>38</sup>

After completion of the Wilderness exhibit shelter, paving of Hill-Ewell Drive, and addition of new signage during the MISSION 66 years, the National Park Service implemented little new park development at Wilderness Battlefield. Most park development was limited to addition of trails and interpretive media at new automobile tour stops, along trails, and on newly acquired park land. The park's landscape management was instead focused on historic scene restoration and battlefield interpretation.

#### *Developed Areas*

The exhibit shelter remained the main developed area at Wilderness, despite the park's awareness that it occupied key strategic ground on the battlefield. In 1976, the park reopened the picnic area along Hill-Ewell Drive, probably in conjunction with the need for parking at the head of the recently extended Federal Line Trail. The picnic tables were placed in the woods immediately north of the parking area, rather than in original site south of the parking area near the banks of the South Branch – Wilderness Run.<sup>39</sup>

Ellwood, which the park acquired in the early 1970s, was closed to the public until 1998, when it was opened on a limited basis through an agreement with Friends of Wilderness Battlefield, founded in 1995. The only park development at Ellwood, which remained off the official automobile tour route, was the creation of a small, turf-covered parking lot lined by Virginia worm fences. Another major landmark that came into the park was the site of Wilderness Tavern acquired from the Link family in 1978, which was only accessible from Route 3 eastbound, and later by a trail from Ellwood. Park development at the site included a small-pull off, two interpretive panels, split-rail fences, and a pavilion that sheltered the ruins of the building, which was the antebellum tavern dependency (store) that burned after the park acquired the property (fig. 1.198).<sup>40</sup>

The Brock Road-Plank Road intersection, with two New Jersey markers and MISSION 66-era directional compass, was the only developed area expanded after 1966. In 2006, the park built a new ten-car parking lot along the south side of the Orange Plank Road, which provided access to a trail that led to the newly-installed Vermont Brigade monument well south of the road. At the same time, the park obliterated remains of the CCC-era parking for the Federal Line Trail (Warren-Wadsworth Foot Trail) on the north side of Orange Plank Road, and enlarged a pull-off for the Longstreet Wounding site across the road.<sup>41</sup>

#### *Drives and Trails*

With acquisition of the most important battlefield properties by the 1980s, the park revised its automobile tour to include eight stops that began at Grant's

**Figure 1.198. Park development at the interpreted ruin of the Wilderness Tavern dependency, looking southwest from Route 3, 2010. The road at right is the old Orange Turnpike, now a private farm road known as Lyons Lane. (Eric Mink)**



Headquarters along Route 20 and ended at the Brock Road-Plank Road intersection. With development of the gated Fawn Lake subdivision beginning in 1989, Longstreet Drive was removed from the tour route. The park still maintained an interest in the preservation of the earthworks that bordered the drive through its easement on the property. These were documented through an archaeological survey completed in October 1989 under a contract with NTS Development.<sup>42</sup> At the time NTS began construction of Fawn Lake that fall, Longstreet Drive still retained its original gravel surface and width, although its mown shoulders and naturalized plantings established by the CCC had not been managed in a long time (fig. 1.199). The Fawn Lake development obscured the drive's character as a commemorative park road through construction of a parallel drive and a set of massive brick-faced entrance walls begun in December 1989 (fig. 1.200). The transformation of the entrance to Longstreet Drive was completed with concrete curbs, cobblestone gutters, manicured lawn, formal, clipped shrubs, and flowerbeds, most located on park property (fig. 1.201). Although park visitors could drive on Longstreet Drive, they had to first drive down the new subdivision entrance road, since Longstreet Drive had been converted to an exit road. The design of the gateway, however, clearly discouraged visitor use.<sup>43</sup>

The system of trails in the Wilderness unit, which were built by the CCC and remained largely intact through the MISSION 66 era, underwent a number of changes after 1966, as well as loss of their original commemorative names. Unlike Chancellorsville, where many of the trails had been abandoned, Wilderness kept up about half of its CCC-era system, in part due to the aid of the Youth Conservation Corps (YCC), a summer youth employment program associated with federal lands that was begun in 1971. Wilderness, which hosted YCC camps at Ellwood beginning in 1972 and the Higginson (Quann) Farm beginning in 1979. During its first summer, the YCC undertook trail maintenance and rebuilt five

Figure 1.199. Longstreet Drive, looking south showing original surface character and the start of construction for Fawn Lake, December 1989. The orange tape cordoned off earthworks that were to be avoided during construction. The grading and clearing at right are for a parallel drive built as the entrance road to Fawn Lake; Longstreet Drive became the northbound exit road. (Fredericksburg and Spotsylvania National Military Park, Wilderness photographs, box 5)



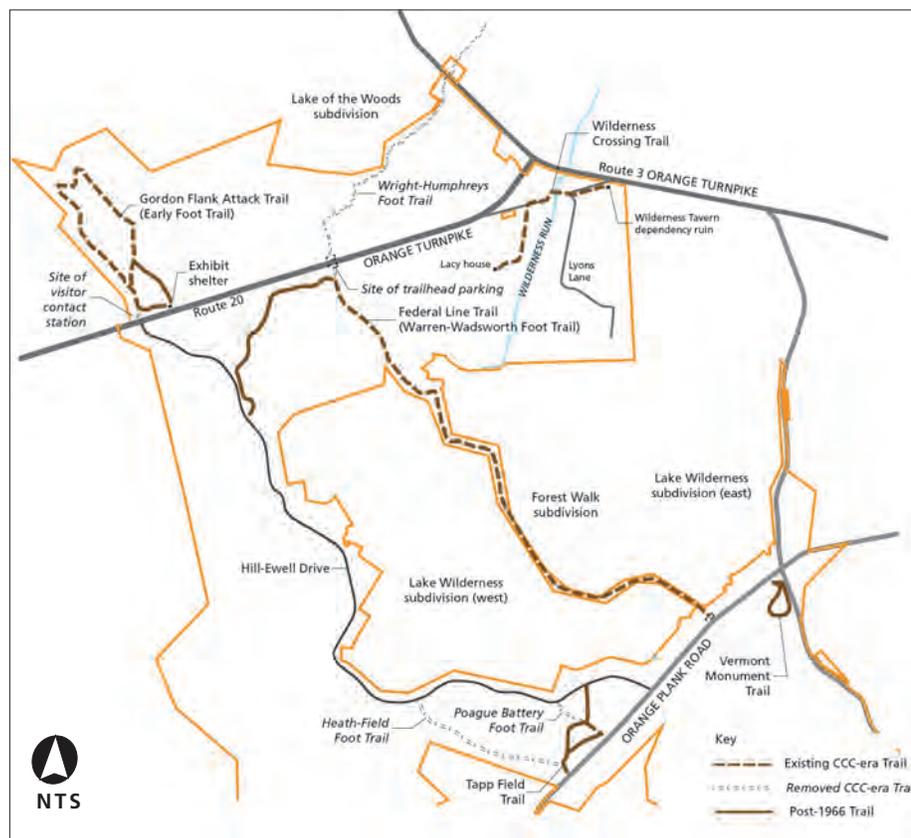
Figure 1.200. The entrance walls to the gated Fawn Lake subdivision under construction, looking southeast along Orange Plank Road toward Longstreet Drive, December 1989. (Fredericksburg and Spotsylvania National Military Park, Wilderness photographs, box 5)



Figure 1.201. Longstreet Drive (foreground) showing transformation as part of the entranceway to the Fawn Lake gated subdivision, looking southwest from Orange Plank Road ca. 2010.



Figure 1.202. Map of park trails in the Wilderness by the 2010s unit showing maintained CCC-era trails, removed CCC-era sections, and trails added since 1966. (SUNY ESF)



footbridges, probably on the Federal Line (Warren-Wadsworth) Trail. The park also worked with the Boy Scouts to improve trails.<sup>44</sup>

Major changes to the trails began with the widening of Route 20 in 1968, which removed the two trailhead parking areas at the Federal line (fig. 1.202). Most likely as a result, the park abandoned the Wright-Humphreys Foot Trail that extended along Sedgwick's Line to north of Route 3. The Lake of the Woods subdivision, which developed land immediately next to the trail beginning in 1967, was probably another factor. The park sold off the northern end of the trail when it alienated most of the land north of Route 3 in 1973. The final demise of the Wright-Humphreys trail came with the state's widening of Route 3 into a divided highway in ca. 1982, which essentially blocked any pedestrian crossing. Traces of the trail may still have existed by the early 1990s (see fig. 1.192)<sup>45</sup>

The Warren-Wadsworth Foot Trail section of the Federal Line between Orange Plank Road and Route 20 was also impacted by the Route 20 widening in 1968. Although the trailhead parking from Route 20 was removed, there was still access from Orange Plank Road on the south end; multiple new access points were also created in the Lake Wilderness subdivision begun in 1969. After the park acquired the tract that included Saunders Field in 1973, it extended the trail, renamed the Federal Line Trail, west and south to Hill-Ewell Drive and to the CCC-era parking and picnic area that was reopened in 1976 (see fig. 1.202).<sup>46</sup>

The Confederate trails experienced a similar degree of change. The Early Foot Trail, renamed the Gordon Flank Attack Trail by the 1980s, was kept in large part, but was extended to the Wilderness exhibit shelter in Saunders Field, probably following the 1968 widening of Route 20 that removed access to the parking area at the old visitor contact station site (see fig. 1.202). Around the same time, the section of trail that had been used as a road and part of the automobile tour route since the 1950s was closed off to cars. Near the Tapp Farm, the park abandoned the Heath-Field Foot Trail and most of the Poague Battery Foot Trail after World War II, except for the southern ends that tied into a new trail named the Tapp Field Trail built in the 1980s. Access to this trail was from Hill-Ewell Drive and a parking area off Orange Plank Road.<sup>47</sup>

Unlike the original park trails, two trails built after 2000 did not follow earthworks. These included the Vermont Brigade Trail at the Brock Road-Plank Road intersection, built in 2006 as part of the Vermont Brigade monument project (see fig. 1.202). The 0.4-mile loop trail extended through woods to the monument, following in part a post-battle woods road. A parking lot along Orange Plank Road was built at the trailhead. In 2013, the park opened the Wilderness Crossing Trail, which connected the Ellwood house with the ruins of the Wilderness Tavern dependency along Route 3. The 1.4-mile trail followed antebellum roads: The entrance road to the Ellwood house, a farm road parallel to Parker's Store Road (Ellwood entrance road), and two segments of the old Orange Turnpike. The trail crossed Wilderness Run over a new timber bridge that was built between the sites of the antebellum Germanna Plank Road and Orange Turnpike bridges. Because the eastern part of the old Orange Turnpike was a private road known as Lyons Lane, the trail had to extend along the adjacent park-owned shoulder.<sup>48</sup>

#### *Historic Scene Restoration*

In 1972, the park decided to stop regular mowing of most of the large field and meadow areas of the park, which at Wilderness included the Tapp Farm and probably areas at the entrances to the drives and trails. The superintendent explained, "This was desirable from the point of view of historic accuracy, since these beautiful lawns were often referred to by Civil War eyewitnesses as 'an old field.'" <sup>49</sup>

As the park acquired more land through the 1980s, it was able to reestablish some of the 1864 field patterns and remove intrusions into the historic scene, primarily post-battle buildings. This initiative was informed by the work of Michael Jeck, an American University cartographer who produced a set of detailed historical overlay maps for the park's battlefields. By reconciling a variety of Civil War-era maps, Jeck's overlays displayed historical field and forest patterns in relation to those of the 1980s.<sup>50</sup> Selectively returning fields to cultivation also contributed to scene restoration efforts. Faced with the need to retain many acres of historic

**Figure 1.203.** The recently restored open space of Saunders Field, looking northeast toward the exhibit shelter three years after logging operations were completed, August 1987. (Fredericksburg and Spotsylvania National Military Park, Wilderness photographs, box 1)



agricultural land, the park entered into special use permits with area farmers to lease farmland at Ellwood and the Chewning, Hall-Carver (battle-era Jones Field), and Tapp farms. By 1980, the park had seven special use permits, which are typically referred to as “agricultural leases”.<sup>51</sup>

One of the park’s most visible landscape restoration projects of the post-1966 period was at Saunders Field. In 1983, the park reached an agreement with a local logger to clear 7.2 acres at Saunders Field. The work was completed in 1984 and it took several years to remove stumps and reestablish meadow cover. The project restored most of the historic open field, except for a grove retained around the MISSION 66-era exhibit shelter (fig. 1.203). Additionally, woods along the field’s northern edge have not been cleared due to their usefulness for screening views toward the Utility Building.<sup>52</sup> The 1863 limits of the field at the northeast corner could also not be reestablished because the property was privately owned and contained a residence. The project also removed trees from the Confederate earthworks near Hill-Ewell Drive, but left numerous specimens between the earthworks and the drive. In 1987, a bridge was built over the earthworks to allow visitors access into Saunders Field. The park also undertook what it continued to call scene restoration at the Tapp Farm, where it cleared 22 acres north to Hill-Ewell Drive in 1988. The follow year, it planned to grind the stumps and sow fescue and clover. As part of the restoration, the park placed two cannons (gun tubes on reproduction steel carriages) and a limber at the southwest corner of the field along the Widow Tapp Trail.<sup>53</sup>

Another part of the park’s scene restoration was the miles of earthworks. The park had lost several sections in 1968 with the widening of Route 20 (part of Ewell’s line), and in ca. 1982 with the widening of Route 3 west of Route 20 (part of Sedgewick’s line). By this time, most of the remaining earthworks were concealed by brush that had probably grown up since the CCC ceased maintenance of the sodded earthworks in ca. 1941. Beginning in 1982, the park used its summer Youth Conservation Corps enrollees to clear brush from two miles of earthworks; the

following year, the YCC cleared seven miles. After the clearing was completed—presumably only on the earthworks directly along the drives and trails—the park completed a report of comparative treatments for vegetation cover on the earthworks. In subsequent years, the park allowed the vegetation to grow back on most of the earthworks and did not return to the grass cover of the CCC-era.<sup>5455</sup>

### *Signs and Markers*

After MISSION 66, the park continued to modify interpretive, identification, and directional signage at its Fredericksburg-area parks. It retained most of the War Department-designed identification tablets, but did not add new ones. New signage was generally simple and designed to harmonize with the natural setting through use of dark bronze metal and brown signboards. NPS-standard interpretive waysides with illustrated panels and text were added at four stops and other significant sites, sometimes in place of the MISSION 66-era Happel signs. Many of the Happel signs were removed because the park considered them to be visual intrusions in the battlefield landscape. Smaller and less conspicuous interpretive signs of anodized metal, known as Site Markers, were added at secondary interpretive sites, such as the ruins of the Wilderness Tavern dependency (see fig. 1.198). Wood signs with incised text were added along the trails. The MISSION 66-era large wood signs at the entrances to the battlefield were replaced by NPS-standard highway signs.

Two commemorative works were added to the Wilderness during this period, both by state units that fought in the battle. The first monument added since the 1963 Texas Brigade marker at the Tapp Farm was dedicated in Saunders Field on May 7, 1989 on occasion of the 125<sup>th</sup> anniversary of the battle. It commemorated the 140<sup>th</sup> New York Volunteers, a Zouave unit of Warren's 5<sup>th</sup> Corps mustered at Rochester, in the attack on Ewell's line on May 5, 1864. The small four-foot-high granite slab, designed by Douglas Wiseman for the 140<sup>th</sup> New York Volunteer Infantry Living History Organization, was placed along the Gordon Flank Attack Trail a short distance west of the exhibit shelter (fig. 1.204). The second monument, dedicated in 2006 by the State of Vermont, commemorated the Vermont Brigade of General George Getty's division of the 6<sup>th</sup> Corps, which suffered 1,269 casualties, many of whom were lost in the fighting against Longstreet's 1<sup>st</sup> Corps in the dense woods south of the Orange Plank Road. The large five-foot-high by nine-foot-wide monument, designed by Pete Quinland and carved by Andrew Hebert from Barre granite, was placed in the woods about 200 yards southwest of the Brock Road-Plank Road intersection (fig. 1.205). The monument project also included development of a federally-funded access trail, signs, and parking along Orange Plank Road.<sup>56</sup>

Figure 1.204. The 140th New York marker installed in Saunders Field in 1989, looking west along Gordon Flank Attack Trail from near the exhibit shelter, 2017. (SUNY ESF)



Figure 1.205. The Vermont Brigade monument near the Brock Road-Plank Road intersection, looking northwest soon after installation, 2006. Note sod perimeter, which did not hold up due to shady conditions and visitor trampling. (Donald Pfanz, "History Through Eyes of Stone," 2006)



**THE WILDERNESS COMMUNITY <sup>57</sup>**

The decades after World War II into the twenty-first century witnessed the disappearance of the Wilderness as a rural community, and its replacement with a series of large gated suburban residential communities and strip commercial development amid large tracts of conserved park land. In 1960, the population of Orange County was 12,571, a modest rise over the 1860 population of 10,851. By 1970, following the start of three residential developments adjacent to Wilderness Battlefield, the population had risen to 13,792; by 2000, the county population had risen to 25,991, and by 2017 had reached 36,073.<sup>58</sup> Most of this population growth was in the eastern part of the county, surrounding the Wilderness. Lake

of the Woods, the sprawling development north of the battlefield begun in 1967, accounted for 39% of property valuation of the entire county by the 1970s. Only one active farm remained in or immediately adjacent to park boundaries, although fields within the park were leased to area farmers. The Lacy house was the only standing Civil War-era building, but there were a number of post-battle farm buildings that predated the suburban transformation. Commercial development near the national military park was limited to Route 3 at the Route 20 intersection.<sup>59</sup>

### **Ellwood Plantation**

After World War II, Blanche and Leo Jones expanded and modernized Ellwood Manor Farm into a mixed livestock operation that raised poultry, mink sheep, cattle, and horses. To accommodate this livestock, they added a number of large barns west of the antebellum house, and kept most of the farm fields in use as pasture or cropland (fig. 1.206). They also retained ownership of the wooded land to the south, which formed three separate tracts as a result of the park takings in the early 1930s.

By the mid-1960s, Blanche and Leo began to shut down their farm operation as they planned for retirement. For financial support, they looked to liquidate their extensive property holdings, which were gaining in value with the growing market for suburban real estate. Blanche and her son, Dr. Gordon Jones, owned the Ellwood property, but Gordon was interested in preserving the northern portion that contained the clearing and antebellum house, part of Tract #4 (fig. 1.207). In 1964, Blanche transferred her interest Tract #4 to Gordon and his wife Winifred, and Gordon transferred his interest in Tracts #1 and #3 to his mother. Blanche and Gordon had earlier sold Tract #2, consisting of fifty-three acres surrounding by park land near the Tapp Farm, to Eastern National Park and Monument Association in 1959.<sup>60</sup>

In ca. 1969, Blanche Jones sold Tract #3, which had been logged during World War II, to developers who laid out the 1,200-acre Lake Wilderness subdivision across the entire 635-acre tract and extending south onto former Catharine Furnace Company lands to connect with the Orange Plank Road (see fig. 1.191). A separate eastern section northwest of the Brock Road-Plank Road intersection was entirely on Catharine Furnace Company lands. The western section within Ellwood contained the namesake Lake Wilderness created on the South Branch – Wilderness Run, and Lakes Lee and Grant on the Widow Tapp Spring Drain. The streets, which were privately maintained, were also given battlefield-related names, such as Lee Drive, Grant Drive, Wilderness Park Drive, Sabre Court, and Flank March Lane. The park granted the developers easements across park land for three access roads from Hill-Ewell Drive, but only two were built (Lee-Grant and Stuart entrances). The subdivision included a community recreation area on

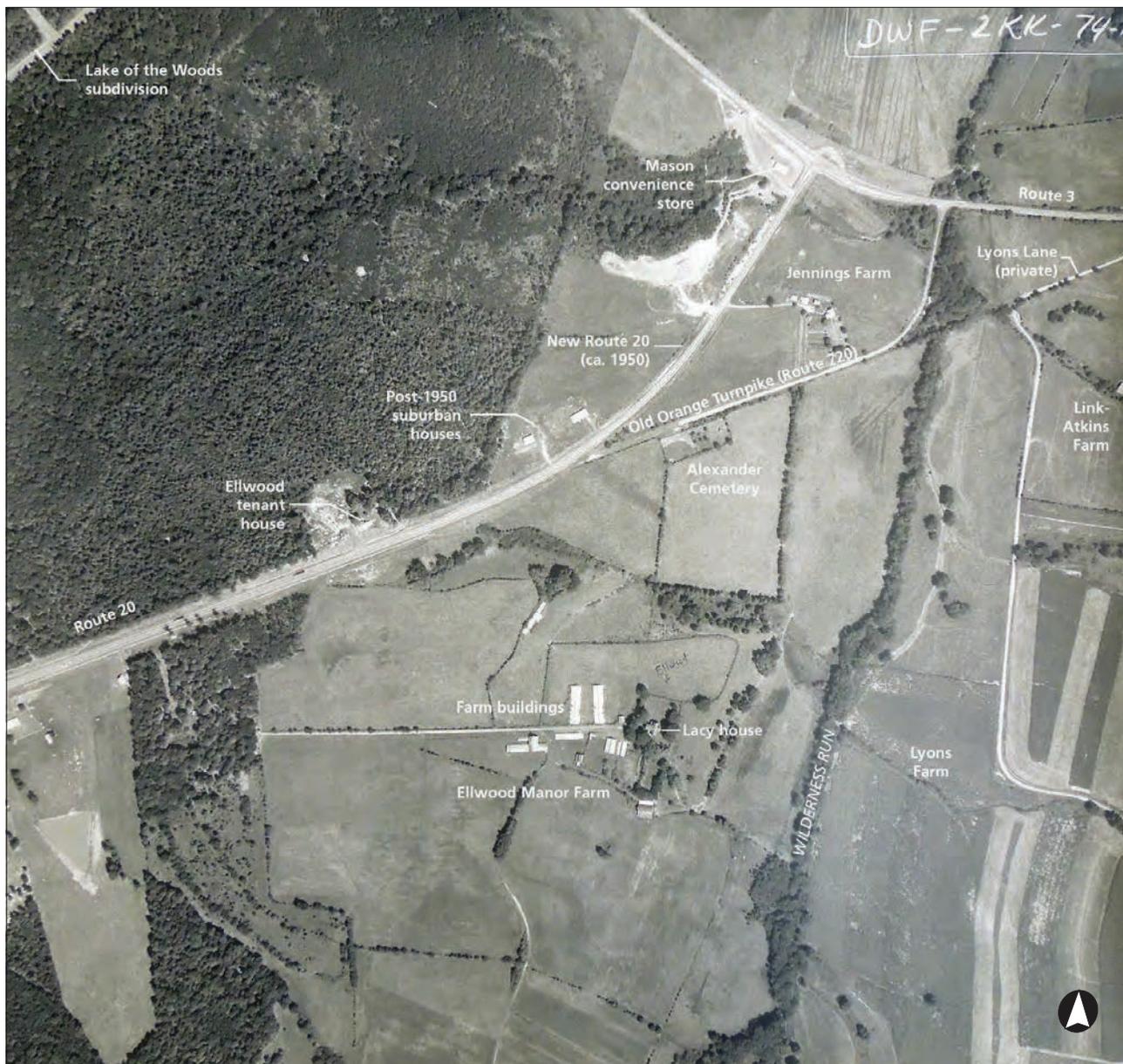
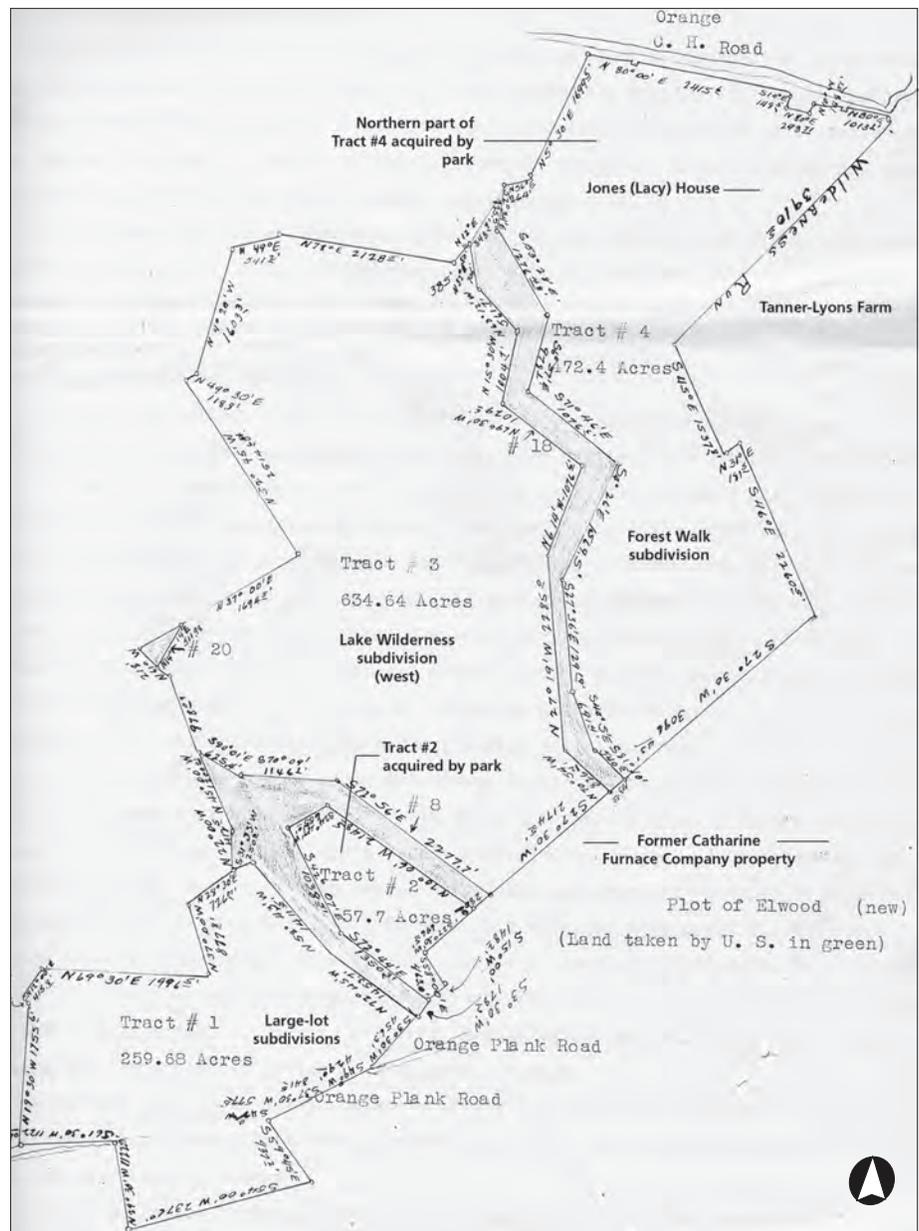


Figure 1.206. Aerial photograph of Ellwood Manor Farm showing farm buildings west of the Lacy house, surrounding farm fields, and adjacent properties, ca. 1970. (Fredericksburg and Spotsylvania National Military Park, annotated by SUNY ESF)

Lake Wilderness with a beach, pool clubhouse, and basketball and tennis courts, along with a campground and picnic area near the park’s Federal Line Trail. Lake Wilderness was substantially built-out with modest middle-class houses by the 1990s. By the 2010s, the subdivision community had a population of 2,578.<sup>61</sup>

In 1969, Gordon and Winifred Jones sold 330 wooded acres at the southern part of Tract #4, between the two sections of Lake Wilderness and adjacent to the park’s Federal Line (Warren-Wadsworth) Trail, to developer Benjamin H. Woodbridge. His subdivision, named Forest Walk, featured unpaved roads and ten-acre lots, which appealed to the Jones’s interest in retaining a wooded and rural character to the area. Around the same time, Blanche Jones sold the 260 acres of Tract #1 along Orange Plank Road west of the Tapp Farm. This tract was subdivided into large lots between 1973 and 1994.<sup>62</sup>

Figure 1.207. The mega-gas station and convenience store built as part of the Silver Companies commercial development on the Jennings Farm (Ellwood) in 1999, looking east along Route 3, 2018. (SUNY ESF)



Gordon and Winifred Jones were not able to continue Ellwood Manor Farm, and decided that the National Park Service should be the future stewards of the antebellum core of Ellwood that included the Lacy house. Their donation began with a scenic easement in 1970, followed in 1971 by a deed to 97.14 acres, subject to a ten-year life estate so that Blanche and Leo Jones could continue to live there. The family decided to sell the remainder of the life estate to the park in 1975.<sup>63</sup>

One of the first park uses at Ellwood was for a Youth Conservation Corps (YCC) camp first set up in 1972. The site was along the entrance drive at the western edge of the Ellwood clearing, at a concrete-block tenant house built around 1940. The youth were housed in tents set up on wood platforms around the tenant house. The YCC remained at this site until 1979, when they moved to the Higginson (Quann) Farm. After Leo Jones left the Ellwood house in 1977, the park began to plan for its restoration, which was completed in 1985. The park rehabilitated the

surrounding grounds and barnyard by removing most of the non-historic farm buildings, but did not restore the landscape to its antebellum condition. Outside of the house grounds and barnyard, the park cleared the overgrown Lacy family cemetery in the field south of the house, which contained the 1903 Stonewall Jackson arm marker, and leased the fields to keep them in agricultural use.<sup>64</sup>

Another part of Ellwood acquired by the National Park Service was the post-battle Ellwood tenant house and its 1.69-acre lot on the north side of Route 20, near the site of Grant's Headquarters (see fig. 1.206). The lot, which had been sold off from Ellwood earlier in the century, was acquired by Gordon and Blanche Jones. In 1956, they sold it to W. R. Dillard, who in turn sold it three years later to Gordon and Ada Hodge. In 1970, the park purchased the lot, and subsequently demolished the house.<sup>65</sup>

#### *Jennings Farm*

The portion of the Jennings Farm within the antebellum Ellwood Plantation north of Blanche and Gordon Jones's property remained an active farm into the 1960s, but was divided by the realignment of Route 20 in ca. 1950 (see fig. 1.206). After construction of the new alignment, portions of the farm north of the new highway were developed. Two suburban houses were built at the southwest end along the new Route 20, and the Mason family built a convenience store at the intersection with Route 3—the first commercial property along Route 3 since the Wilderness Store closed earlier in the century. In 1971, the 18.90-acre portion of the farm south of the new Route 20, including the post-battle farmhouse and barns, was acquired by W. M. Scaife, Jr., Trustee, probably an executor of the Jennings estate. In 1975, the National Park Service acquired the property from Scaife and demolished the buildings. The park subsequently put the land under an agricultural lease.<sup>66</sup>

By the 1990s, commercial strip development was growing around the Route 3 intersection on the former Jennings Farm and Woodville Plantation across the highway. In 1999, the Silver Companies acquired site of the Mason convenience store and a twenty-five-acre tract to build a strip shopping center, McDonald's restaurant, and a large convenience store/gas station at the corner of Routes 3 and 20 (fig. 1.208). As part of the approvals for the development, the Silver Companies donated six acres at the back of their development to the Central Virginia Battlefields Trust.<sup>67</sup>

#### *Tanner-Lyons Farm*

The eastern half of the Ellwood clearing, which was acquired from the Lacy family by G. W. Tanner in 1883, remained under the family's ownership through World War II. In 1949, the Tanners sold the 350-acre farm to A. W. Mitchell. In

**Figure 1.208.** The mega-gas station and convenience store built as part of the Silver Companies commercial development on the Jennings Farm (Ellwood) in 1999, looking east along Route 3, 2018. (SUNY ESF)



1967, Mitchell sold the farm to Bruce and Donald Lyons. The Lyons brothers ran a dairy operation, and raised fodder crops on their fields, and after ca. 1972, on Ellwood fields leased from the park. They or A. W. Mitchell erected silos and large cow barns at the ca. 1883 farmstead on the ridge across from the Lacy House (fig. 1.209). The western portion of the farm containing the farm fields visible from the Lacy House, amounting to 160.66 acres that included the farmstead, was incorporated into the boundary of the national military park by 1989. The park was authorized to acquire a scenic easement on this tract to protect against development that would alter the historic rural landscape, but the Lyons brothers did not agree to sell such an easement.<sup>68</sup>



**Figure 1.209.** The Lyons (formerly Tanner) farmstead, looking southeast across Wilderness Run from near the Ellwood cemetery, ca. 1980. (Fredericksburg and Spotsylvania National Military Park, Wilderness photographs, box 1)

### Orange Turnpike Places

The battle-era character of the Orange Turnpike was lost in large part after World War II through the realignment of Route 20 in ca. 1950 and its subsequent widening in 1968, and conversion of the remaining segment of the old turnpike east of Wilderness Run into a private farm road, Lyons Lane (see fig. 1.206). The Link family sold this segment to A. W. Mitchell in 1949 when he acquired the Tanner Farm; he then sold it to Bruce and Donald Lyons in 1967. The state-owned segment of the old turnpike west of Wilderness Run was redesignated Route 720 and renamed Brigadiers Way. It became enclosed by woods after the National Park Service acquired the adjacent Ellwood and the Jennings Farm properties in the 1970s. The ca. 1883 Wilderness Chapel on the south side of Route 720 within Alexander Cemetery was not maintained and was demolished around 1970.

### *Wilderness Tract—Payne-Link Farm*

By the 1970s, the two-story dependency of the Wilderness Tavern, located at the intersection of Route 3 and Lyons Lane (old Orange Turnpike), was the last standing antebellum building on the Wilderness Battlefield aside from the Lacy House. The building, probably once the Wilderness (Simms) Store and occupied by F. H. Johnson in the 1930s, survived the widening of Route 3 in 1974, but its condition had not fared well (fig. 1.210). The building was owned by Lucy Link, who had inherited it and the surrounding farm from her father, Charles Payne, who had acquired the property in 1864 from William M. Simms. In January 1978, the National Park Service purchased the building and a 6.41-acre tract from Lucy Link. In April 1978, park allocated about \$2,000 to stabilize the building while it planned its future role in the park. The next month, the building burned to the ground. The park subsequently undertook an archaeological investigation of the



**Figure 1.210.** The Wilderness Tavern dependency (former Johnson house), looking southwest from Route 3, 1975. The right half was the antebellum building. (Henry Magaziner photograph, Fredericksburg and Spotsylvania National Military Park, Historian's Files)

Figure 1.211. The abandoned Link farmstead (ca. 1935 gambrel-roof dairy barn visible beyond the trees), looking southeast from Route 3, 2018. (SUNY ESF)



site, and stabilized the chimney and foundation ruins as part of an interpretive wayside (see fig. 1.198).<sup>69</sup>

In July 1978, Lucy Link left the remainder of the farm, consisting of 233 acres that straddled both sides of Route 3, to Charles A. Link. In 1996, the farm was transferred to the Charles A. Link Revocable Trust. In two separate transactions in 2009 and 2011, the Central Virginia Battlefields Trust acquired 175 acres of the Link farm in an area of the battlefield it named “Wilderness Crossroads.” It conveyed the portion within the authorized park boundary south of the Wilderness Tavern dependency ruin, amounting to 31 acres, to the National Park Service in ca. 2012. The post-battle Link farmhouse and barns located on this parcel were abandoned, and only the large ca. 1935 dairy barn and a few outbuildings remained standing by the late 2010s (fig. 1.211).<sup>70</sup>

#### *Saunders Field*

Most of Saunders field remained privately owned and timber-covered through the 1960s, except for the park-owned portion north of Route 20 where the Wilderness exhibit shelter was built in 1963. A 178.71-acre tract south of Route 20, owned by the Dempsey family in the 1930s, was acquired in the early 1950s by the Wingfield Realty Company of Richmond, which presumably planned to develop the property. These plans were never realized, and in 1973, the park acquired the tract from the widowers of the company owners, Evvie Stanley and Elizabeth Wingfield. Ten years later, the park cleared woods on the tract to reestablish the 1864 limits of Saunders Field. The park also cleared its land north of Route 20, but could not extend to the 1864 eastern edge of the field because the property remained privately owned, and contained a residence with an address of 25425

Route 20 that was built prior to 1969. This 49.26-acre property was acquired by the Civil War Battlefield Trust in 2011, subject to a life estate of the former owner. In 2014 at the 150<sup>th</sup> anniversary of the battle, the trust conveyed this tract to the park.<sup>71</sup>

#### *Higgerson Farm*

After World War II, the Dempsey family sold the Higgerson Farm, which had lost its antebellum house to fire in ca. 1936, but its stone chimney was still standing. The triangular southern portion of the farm with its ca. 1890 farmstead was sold to the Quann family shortly after the war, while the northern portion that contained the antebellum house was sold to the Wallace family. It was probably under Wallace ownership in the 1950s that a cinderblock ranch-style house was built near the site of the antebellum Higgerson house (fig. 1.212). In 1963, H. Mercer Quann purchased the 32.73-acre Higgerson Farm from Jerry Lane Wallace and an adjacent 10.22-acre tract from W. R. and Elsie Dillard.<sup>72</sup>

In September 1975, the National Park Service purchased the 42.95-acre Quann Farm. The cinderblock house stood vacant until 1980, when the park moved its Youth Conservation Corps (YCC) camp from Ellwood to have more space. The house served as a shower-restroom-laundry facility. As part of the planning for installation of a new septic system and well for the camp, the park undertook an archaeological survey, and also corresponded with a Higgerson descendent, Verla Faye Higgerson Wheeler. She located the antebellum family cemetery south of the house that at the time was enclosed by a barbed-wire fence and contained three fieldstone-marked graves.<sup>73</sup>

The YCC camp did not remain in operation for long after 1980, and by the 1990s, the park demolished the Quann house. The chimney of the antebellum Higgerson house stood into the 1990s, when the park decided to take it down and bury the remains because vandals were stealing the stones.<sup>74</sup>

#### **Germanna Plank Road Places**

The farms and plantations along Germanna Plank Road west of Wilderness Run—the Spotswood Plantation, Orange Grove, and Woodville Plantation and Woodville Mine Tract that had been subdivided after the Civil War into the Jennings Farm and other properties—became unrecognizable in the landscape after 1967 due to decline of agricultural use, suburban development, and highway expansion.

#### *Orange Grove*

The antebellum extent of Orange Grove, including the Saw Mill Tract that bordered the national military park, was transformed during this period through

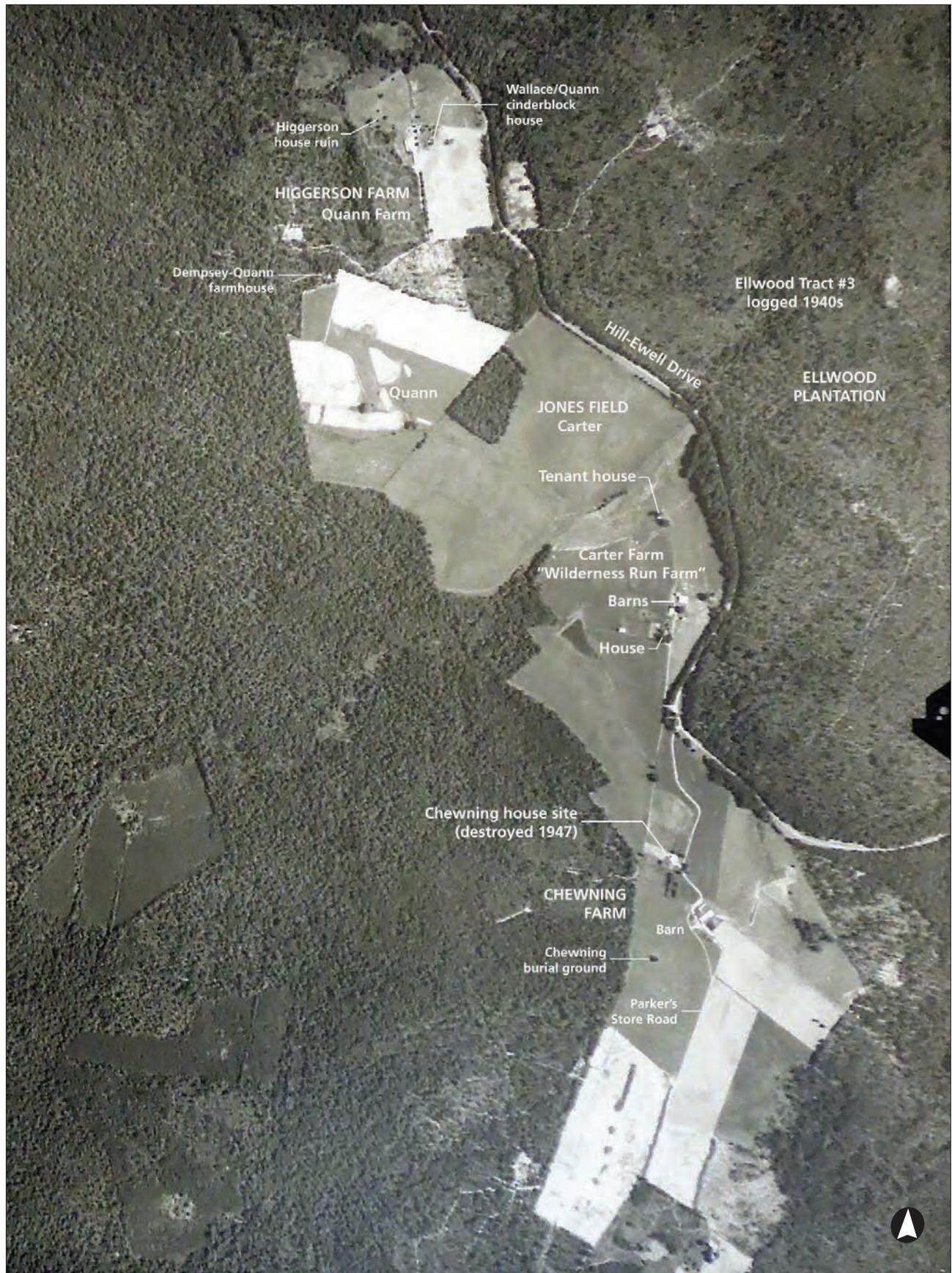


Figure 1.212. Aerial photograph of the farms along Hill-Ewell Drive prior to park acquisition and suburban development, May 1962. (Fredericksburg and Spotsylvania National Military Park photograph, annotated by SUNY ESF)

development of the 2,652-acre Lake of the Woods subdivision that was begun in 1967. A large part of the development was on land sold in 1964 by Lelia Spotswood Willis—the last Spotswood heir at the Orange Grove plantation. Other portions of the development that were probably within the antebellum limits of Orange Grove included the post-battle Woodville mine sold by the Wilderness Mining and Milling Company and previously owned by the Kuper family of Woodville Plantation; the Keaton Tract owned by the Cooke family; and ten other tracts. Lake of the Woods was conceived as a resort community of seasonal homes by James C. Foot under the entity of Virginia Wildlife Clubs, Inc, but was developed by Boise Cascade Recreation Communities Corporation. The subdivision was a gated community of over 4,000 single-family-home lots, about thirty-miles of roads, and an eighteen-hole golf course built around 530 acres of water created on Flat Run and Keaton’s Run (see fig. 1.191). During construction, workers found muskets, bayonets, federal belt buckles, and bullets. Most of the privately-maintained roads were built soon after the subdivision was approved, but house construction proceeded slowly until the 1980s and 1990s, when most of the houses were being built as year-round residences. Between 1990 and 2000, Lake of the Woods experienced a 57.6% growth rate. By the 2010s, the development had a population of 7,401.<sup>75</sup>

#### *Woodville Plantation*

After World War II, the antebellum Woodville Plantation, which included the northern part of the Jennings Farm and the former Woodville Mine Tract west of Route 3, experienced commercial strip development along the highway, but was not subdivided for large-scale residential development. By 1966, the main house of Woodville built by the Kuper family in ca. 1881 in place of Churchill Jones’s Woodville villa had been demolished, and the colonial-era road that connected it with Ellwood disappeared. The farmland along the north/east side of Route 3, with the two farmsteads built by the Jennings and Scotts families, remained in agricultural use into the early 1970s (see fig. 1.206). After this time, the property was sold off and a strip shopping center and 7-11 convenience store were built along Route 3 from the Route 20 intersection west (see fig. 1.192). The Jennings and Scotts farmsteads were demolished, but portions of the land north of the highway remained in agriculture. The failed 2009 proposal for a Wal-Mart Supercenter was sited in this area, on land that was ultimately given to the state for conservation. The National Park Service did not extend the park boundary into any of the Woodville land north of Route 3.<sup>76</sup>

**Orange Plank Road and Brock Road Places**

After World War II, Orange Plank Road and Brock Road remained narrow two-lane state roads, but both came under greatly increased use due to the Lake Wilderness and Fawn Lake developments. Strip residential development also transformed the frontage of portions of Brock Road, but most of Orange Plank Road remained wooded.

*Catharine Furnace Company Property and Parker School Lot*

After World War II, Mason H. Willis sold his portion of the 4,648-acre Catharine Furnace Company along Brock Road and Orange Plank Road that he acquired between 1908 and 1930. By the 1950s, the portion north of Orange Plank Road was owned by someone named Ashley, while the portion south of Orange Plank Road, including the site of Longstreet's flank attack, was owned by the West Virginia Pulp & Paper Company. Portions of these properties were conserved by the National Park Service and the Civil War Trust after 2000, but a large portion was developed with residential subdivisions.<sup>77</sup>

By 1969, the furnace land north of Orange Plank Road had been sold to the developers of the 1,2000-lot Lake Wilderness subdivision, most of which was largely built-out by the 1990s (fig. 1.213; see Ellwood Plantation section). Like the main western section, the eastern section of the subdivision was given battlefield or Southern names, but not specific to Wilderness, including Plantation Drive, Flintlock Drive, and Platoon Drive. Lots were platted up to the park boundary along Brock Road, and west to the antebellum Ellwood boundary. There was one entrance from Orange Plank Road. The southern part of the western section of the subdivision and the Forest Walk large-lot subdivision begun in ca. 1969 also occupied former furnace lands between the plank road and the southern Ellwood boundary.<sup>78</sup>

The former furnace lands south of Orange Plank Road and west of Brock Road became the site of the Fawn Lake subdivision, begun in a small area south of the plank road in 1975 and greatly expanded into a high-end residential resort development that extended into the antebellum Greenfield Plantation south of the abandoned Virginia Central Railway (see fig. 1.213). The development, which marketed Fawn Lake as being in "Historic Fredericksburg," extended the park's Longstreet Drive built in 1931-32 south to a large lake made by damming Greenfield Creek. Most of the residential development occurred south of the old railroad, although the security gate, recreational fields, and three residential sections were platted on former furnace lands north of the railroad, off Longstreet Drive. This northern portion of the development was within the area where Longstreet's troops advanced from the railroad grade in their flank attack against the Union front along Brock Road on May 6, 1864.<sup>79</sup>

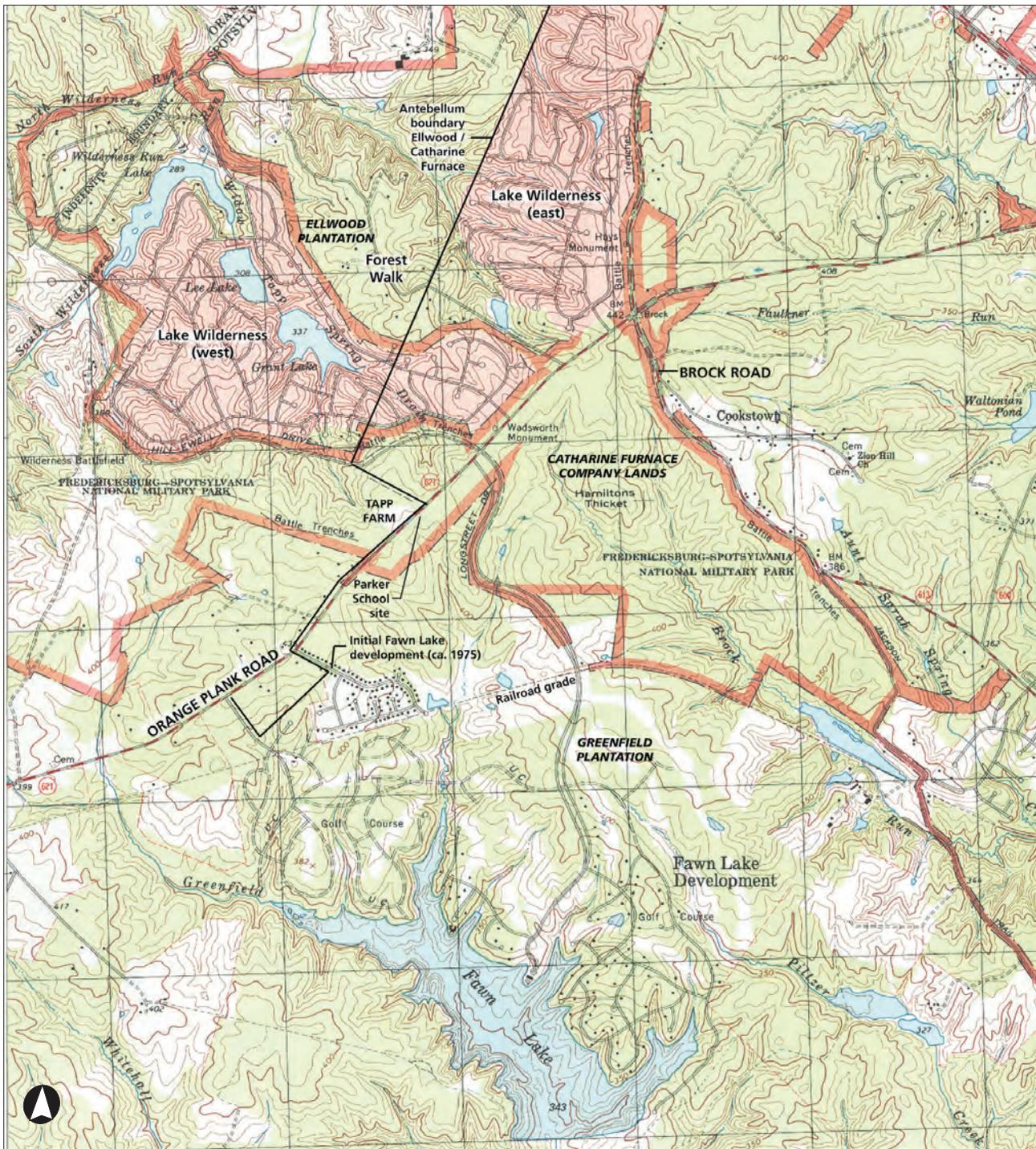


Figure 1.213. Topographic map made in 1994 showing Lake Wilderness and Forest Walk subdivisions on Ellwood and Catharine Furnace Company lands. The enlarged Fawn Lake subdivision begun in 1989 had not been built out by this date; residential sections platted off Longstreet Drive north of the railroad are not shown. (Detail, USGS Chancellorsville quadrangle map, 1966 updated to 1994, annotated by SUNY ESF)

The furnace land across from the Tapp Farm along the south side of Orange Plank Road was purchased by NTS Development Company for its Fawn Lake subdivision. The park acquired the northern part of this property through its 1989 agreement that gave Longstreet Drive to the developers. The land included the 1912 Nance marker. The wooded property surrounded the two-acre Parker School lot, which was acquired by Dr. Allan M. Giddings on September 20, 1960 from Lowry and Virginia Hall, around the same time he acquired the Tapp Farm across the plank road (see fig. 1.212). The one-room Parker School built in ca.

1920 was demolished prior to Giddings' sale of the property to the National Park Service on October 1, 1974.<sup>80</sup>

### *Tapp Farm*

The remainder of the 15.5 acres that Phenie Tapp acquired from Horace and Betty Lacy in 1899 was incorporated into the national military park through the donation of 12.31 acres by Dr. Allan M. Giddings in 1962. Phenie's ca. 1910 house on this property was demolished by December 1963, and the park reestablished the antebellum limits of the farm clearing in 1988. A covered well surrounded by a grove of trees remained in the middle of the field off the Widow Tapp Trail built following the field clearing. This well was most likely associated with a post-battle house or outbuilding, and was not the site of Phenie's 1910 house, or the antebellum Tapp house. There was no visible trace of this first Tapp house, which was located at the northern part of the clearing on land acquired by the War Department in ca. 1932. At the southeast corner of the Tapp Farm, the triangular 0.76-acre Monument Lot with the Texas monument, Texas brigade stone, and Lee to the Rear marker continued to be managed by the park, although the owner of the private property remained unknown to the park.<sup>81</sup>

### *Chewning Farm*

After his daughter Madora Chewning Stephens moved out of the antebellum Chewning house in ca. 1941, Irvin "Mack" Chewning sold the 277-acre farm, probably soon after the end of World War II. On Christmas eve of 1947, the vacant house, surrounded by overgrown vegetation, burned to the ground. The large barn that stood south of the house, as well as the mature trees that surrounded the house, remained (see fig. 1.211). Chewning had probably sold the farm to Alton L. Clark, who was the owner by the 1950s. With no residence on the property, Clark probably owned the property as an investment and leased the farm fields to Lester Carver, who ran a large beef cattle farm on the neighboring farm previously owned by John Hall.<sup>82</sup>

In 1972, the National Park Service purchased the 277-acre farm from Alton Clark, subject to a 30-foot-wide right-of-way near the ca. 1892 road to the Hall Farm, and excepting the 1/8-acre Chewning burial plot that was conveyed by Russel Chewning to Herbert Dulin in 1925. Following the acquisition, the park began issuing agricultural use permits for the property, first to a party named Miller. Over the ensuing years, they would be issued to a variety of grantees.<sup>83</sup> The remaining buildings on the farm were demolished. The park did not restore the battle-period limits of the Chewning clearing.<sup>84</sup>

The park's purchase of the Chewning Farm excluded a ten-acre property within its southern limits that was owned by Ollie A. Williams and nine relatives, who had

been left the property by Nathan Williams upon his death in 1946. The Williams family had developed the tract with several small farms in the early twentieth century, but these were abandoned by the 1960s and the land had grown up in successional woods (see fig. 1.212). In 2002, the park purchased the wooded property from the Williams descendants based in Washington, DC. The park left the property wooded, since it had been wooded in 1864.<sup>85</sup>

#### *Carver-Hall Farm—Ellwood Jones Field*

The 363-acre Hall Farm, established in ca. 1880 on the antebellum Jones Field that was part of Ellwood Plantation and was expanded to adjacent lands, was purchased in 1946 by Lester E. and Nancy Smith Carver from Louis and Nannie Mitchell, who had presumably acquired the farm from the Hall family in the recent past. The Carvers ran a beef cattle farm known as Wilderness Run Farm through the 1970s, and most likely leased adjacent fields on the Higgeson (Quann) and Chewning (Clark) farms.<sup>86</sup> The Carvers lived at the Hall house and maintained the older tenant house to the north (see fig. 1.212). In the 1960s, they were marketing their farm as a vacation get-away for urbanites (fig. 1.214).<sup>87</sup>

Given that the farm abutted Hill-Ewell Drive with only a narrow margin of woods, the National Park Service acquired a scenic easement from the Carvers in 1972. Six years later, the park acquired most of the farm, consisting of a main 288-acre tract, a 5.48-acre parcel on the east side of Hill-Ewell Drive, and a narrow strip of 8.77 acres along the ca. 1892 entrance road that bordered the Chewning Farm. The Carvers retained ownership of a 41.51-acre tract the bordered Hill-Ewell Drive and included their house and barns, and the tenant house to the north. In 1977, Lester and Nancy Carver had the 41.51-acre parcel appraised. The main improvements included the house, tenant house, small greenhouse, granary, three barns, feed barn, shop/storage shed, chicken house, and a stocked fish pond. In

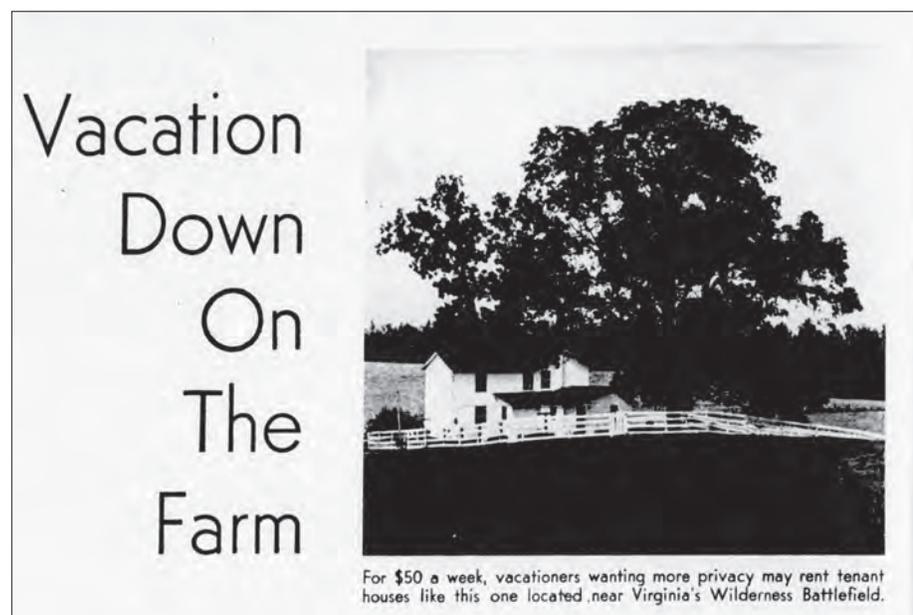


Figure 1.214. Photograph of the Hall-Carver tenant house looking from near Hill-Ewell Drive, from a 1962 newspaper article about vacations on farms. (Pittsburgh Press, June 10, 1962, 188)

1982, the Carvers sold this 41.51-acre tract to the National Park Service, with their right to life estate. Following the death of Lester Carver in a 2012 car accident, the park acquired full title to the property.<sup>88</sup> By 2014, the park had demolished all of the buildings, which were determined to be ineligible for listing in the National Register since they post-dated the battle.<sup>89</sup>

#### *Brock Road Farms*

The wooded character of Brock Road remained throughout this period along the portions bordered by park land, but north of Orange Plank Road, houses in the Lake Wilderness subdivision were visible through the woods (see fig. 1.213). Farther north were additional subdivisions and individual houses that faced onto the road. To the west, the historic wooded land, formerly part of the Catharine Furnace Company property, was conserved by the Civil War Trust in 2016. South of Orange Plank Road, Brock Road remained less developed, although some houses were built along the road in the vicinity of Cooktown. The Stephens Farm at the south end of the Wilderness park lands was subdivided for large-lot residential development, while the adjacent Trigg Farm, which bordered a strip of park land that connected to Brock Road, was developed as the Spring Hill subdivision beginning in ca. 1990.

#### **LANDSCAPE OVERVIEW, 2019 (DRAWINGS 1.6, 1.7)**

Between 1945 and 2019, the Wilderness unit of Fredericksburg and Spotsylvania National Military Park was greatly expanded in area, from about 588 acres of federally-owned land to 2,774 acres within the authorized park boundary (including some private inholdings). Most all of this additional acreage was managed to preserve and restore the 1864 battlefield landscape, rather than expand the commemorative park landscape. The only new area of park development was in Saunders Field at the exhibit shelter built as part of MISSION 66, and at the Vermont Brigade monument at the Brock Road-Plank Road intersection. Many built features from the CCC development prior to World War II were removed, most notably the 1935 visitor contact station. Sections of the CCC-era trail system were abandoned, but several new sections were added. The park land at the Federal line intersection with Route 3 was reduced in size and abandoned for visitor access. Aside from the widening of Routes 3 and 20, the most notable changes in the landscape during this period happened adjacent to park boundaries through three sprawling residential subdivisions and a strip of commercial development along Route 3 that transformed the Wilderness from a rural, lightly developed area into a suburban residential community.

**Natural Systems and Features**

Within park property, there was little change in natural systems during the late park period, except for clearing of post-battle woods in Saunders Field and the Tapp Farm, and reforestation of residential lots acquired by the park, mostly along Route 20. In the surrounding area, however, the natural environment changed to a great extent through highway construction and suburban development that cleared and fragmented woods, changed the course of streams, and altered natural landforms. Numerous streams were dammed throughout the area to create lakes and ponds for aesthetic and recreational value. None were visible from the park, but the damming of the South Branch – Wilderness Run to create Lake Wilderness as part of the namesake subdivision in ca. 1969 flooded the creek to the park boundary, about 150 feet from Hill-Ewell Drive.

**Spatial Organization**

The primary change in spatial character of the Wilderness park landscape during the late park period was the restoration of Saunders Field by clearing woods that had grown up since the battle and had most likely been logged during World War II. The park also reestablished portions of the Tapp Farm clearing. The park did not restore the antebellum field patterns of the Higgerson Farm, Jones Field, and Chewning Farms when it acquired those properties after 1980, nor did it clear post-battle successional woods when it acquired the Ellwood clearing in 1971, except for recent clearing within the barnyard area.

Outside of the park, suburban development beginning in the late 1960s fragmented the extensive tracts of woods that had characterized the Wilderness since the battle, although large areas had been logged during World War II and later. Lake Wilderness, Lake of the Woods, and Forest Walk subdivisions all retained substantial tree cover. The subdivisions also created large open spaces at the lakes that replaced the natural winding creeks and ravines.

**Land Use**

Driving tours and historical interpretation remained the main park land uses during this period, with renewed walking along trails and picnicking reintroduced along Hill-Ewell Drive after being eliminated during World War II. Longstreet Drive was largely removed from public access with the development of Fawn Lake in 1989, and the Wright-Humphreys Foot Trail was abandoned and its northern portion sold off during this period. Interpretation changed from ranger-led to self-guided with the aid of interpretive waysides and the exhibit shelter at Saunders Field. Expansion of the park beginning in the 1970s brought agricultural uses within park boundaries, on land leased to private farmers under agricultural leases. These new park lands also included three long-inactive burial grounds, at Ellwood and the Higgerson and Chewning farms.

Outside of the park boundaries, suburban residential land uses increased exponentially during the period with the spread of residential single-family housing developments. Lake of the Woods, Lake Wilderness, and Fawn Lake featured recreational amenities that included golf, boating, swimming, and camping. Commercial development occurred at the intersection of Routes 3 and 20. Logging still occurred into the 2010s on the large tracts west of the park.<sup>90</sup>

### **Circulation**

Hill-Ewell Drive built during the 1930s retained much of its historic character during this period, except for removal of associated rustic guiderails, addition of asphalt pavement over the original oiled gravel, removal of the triangular intersection with Route 20, and addition of two entrance roads to the Lake Wilderness subdivision. The CCC-era access road to the camp work area was retained as the access road to the Utility Building. At the south end of the battlefield, Jackson Trail West remained a rustic, unpaved park road, but experienced some change due to adjacent residential development. In contrast, Longstreet Drive lost much of its historic character following its removal from park ownership in 1989 and conversion into one leg of the divided entrance road to the Fawn Lake subdivision. While the developers retained the original width and alignment along with some of the original stone culvert headwalls, the extension of the drive (removal of the turn-around), addition of asphalt pavement and cross-overs to the parallel drive, and redesign of the entrance on Orange Plank Road gave Longstreet Drive the character of a private road to a gated community. One minor park road was added to the Wilderness during this period: the entrance drive and parking area at the exhibit shelter on Route 3, built in 1963.

The five trails built by the CCC during the 1930s, which were let go during World War II, were maintained into the 1960s, but three were subsequently abandoned. The Warren-Wadsworth Trail, renamed the Federal Line Trail, was retained and extended, and the Early Foot Trail, renamed the Gordon Flank Attack Trail, was extended to the exhibit shelter. Two new trails were introduced, one through the Tapp Farm and the other to the Vermont Brigade monument at the Brock Road-Plank Road intersection.

Outside of park lands, there were extensive changes to circulation during this period, primarily through the miles of subdivision roads, all of which were privately owned and maintained. The public, state-maintained roads that provided access to these subdivisions and park lands changed through widening and increased use. Brock Road and Orange Plank Road were not substantially widened, while Route 20 and 3 were. The widening of these major routes between ca. 1950 and 1982 infringed on park land and destroyed the ends of Federal and Confederate earthworks. The realignment of the Route 20 intersection with Route 3 took land that was historically part of Ellwood (Jennings Farm), while the

widening of Route 3 limited access to the park's Wilderness Tavern dependency ruin.

### **Topography**

There were few substantial changes to built land forms within the Wilderness park landscape during this period. Exceptions included the widening of Route 20 in ca. 1968, which destroyed the ends of Federal and Confederate earthworks, and the widening of Route 3 in ca. 1982 that probably destroyed ends of Federal earthworks. The reconstructed breastwork and gun pit near the visitor contact station along the Early Foot Trail (Gordon Flank Attack Trail) were not maintained.

Outside of park lands, changes to topography included widespread grading within residential subdivisions for road and building construction, and construction of earthen dams to create lakes.

### **Vegetation**

Changes to planted and managed vegetation within the Wilderness park boundaries during this period were limited to the exhibit shelter grounds developed in 1963. Plantings made by the CCC along roadsides and elsewhere became naturalized into the adjacent woods. Turf shoulders along the roads continued to be mown. Ornamental shrubs, trees, and flowerbeds were introduced at the head of Longstreet Drive through its conversion into the exit drive for the Fawn Lake subdivision. Managed field grasses were established in the Saunders Field and Tapp Farm clearings. Pasture and cultivated crops were introduced into the park with expansion of the park boundaries to include the still active Carver (Hall/Jones Field) and Chewing farms.

Outside of park boundaries, changes in managed vegetation included replacement of native woodland with manicured lawns and ornamental plantings in residential subdivisions.

### **Buildings and Structures**

During the late park period, the 1963 MISSION 66-era exhibit shelter was the only park building added to the Wilderness park landscape. The rustic 1935 visitor contact station was removed, but the nearby Utility Building constructed by the CCC in 1937 was retained. The substantial stone bridges, culverts, and drainage channels along the park drives were retained, but the rustic wood bridges along the trails were removed or replaced, although the CCC-era stone abutments remained on the Federal Line Trail crossing over South Branch – Wilderness Run. The developers of Fawn Lake built a large brick wall/entrance gate at Longstreet Drive after the park transferred the property in 1989.

Just one building survived from the Civil War: the Ellwood house, which the park acquired in 1971. The antebellum Wilderness Tavern dependency (house) along Route 3 burned down shortly after the park acquired it in 1978. The antebellum Chewning house burned down in 1947, prior to the park's acquisition of the property. The park removed numerous post-battle buildings on the land it acquired during this period, including those on the Quann-Higgerson Farm, Carver-Hall Farm (Jones Field), Chewning Farm, Tapp Farm, Link Farm (Wilderness Tract), Jennings Farm (Ellwood), and Ellwood Manor Farm.

Outside of the park, the number of buildings on the battlefield increased by the thousands during this period through suburban subdivisions built beginning in 1967. Commercial shopping strips, gas station/convenience stores, and fast-food restaurants were built at the Routes 3 and 20 intersection.

### **Views and Vistas**

During the late historic period, views of farm fields and woods remained along Hill-Ewell Drive and from the Ellwood house. The park re-established battle-era views through clearing of woods at Saunders Field and the Tapp Farm, although the strategic views through Saunders Field remained obstructed in part by the exhibit shelter and its surrounding trees. Views into the woods from the park drives decreased during this period with lack of forest management. Views of residential development were introduced in formerly wooded landscapes where development bordered narrow strips of park property along Hill-Ewell Drive, Orange Plank Road, and Brock Road. The view of the battle-era unfinished railroad corridor from the terminus of Longstreet Drive was lost with the development of the Fawn Lake subdivision beginning in 1989.

### **Small Scale Features**

During this period, small-scale features within the Wilderness park landscape were removed or substantially altered, except for the War Department-designed metal identification tablets. Most other pre-1945 park features were removed, including bollards at the intersections of drives, rustic signs, and the bronze relief map at the Brock Road-Plank Road intersection. With the larger narrative signs introduced in 1937, the park retained the form of the wood frame with its pointed finials, but painted it gray and replaced the Masonite signboards with aluminum panels; most of these so-called Happel signs were removed by the 2010s. The stone barbecues at the Route 3 and Hill-Ewell Drive picnic areas, which were closed during World War II, were removed. CCC-era orientation discs at the Route 20 visitor contact station and the Brock Road-Plank Road intersection were abandoned, but left in place. New bronze orientation discs on stone pedestals were introduced at Saunders Field along Hill-Ewell Drive and at the Brock Road-Plank Road intersection. Cannons were introduced as markers of the battlefield

at the exhibit shelter along Route 20 and at the entrances to Hill-Ewell Drive. The small number of markers and monuments at Wilderness grew in number by four: the 1963 Texas Brigade monument at the Tapp Farm (Monument Lot), a 1964 rededication marker for the 12<sup>th</sup> New Jersey Volunteers at the Brock Road-Plank Road intersection, a 1989 marker for the 140<sup>th</sup> New York Volunteers in Saunders Field, and the 2006 Vermont Brigade monument near the Brock Road-Plank Road intersection. The 1903 Stonewall Jackson Arm monument at Ellwood came into park ownership in 1971.

### **Archeological Sites**

The primary archeological features within the Wilderness park landscape during this period remained the defensive earthworks, mostly breastworks (trenches) along with some gun pits. The widening of Routes 20 and 3 between 1968 and ca. 1982 destroyed the ends of adjacent earthworks. The remnants of the CCC camp, whose buildings were demolished prior to 1945, were lost with the growth of woods and subsequent clearing of Saunders Fields, except for traces of the camp name outlined in stone and entrance road. The visitor parking lot and orientation disc were abandoned in place after the 1935 visitor contact station was demolished in ca. 1964. The park maintained the remains of the Wilderness Tavern dependency that burned in 1978 as an interpreted archaeological site.

Outside of the park, residential development destroyed earthwork traces, including the northern ends of Ewell's line within the Lake of the Woods subdivision, the northern end of Sedgwick's line along Vaucluse Road, and a section of Hill's line at the Fawn Lake entrance walls.

---

### **ENDNOTES, 1945-2019**

1 Memorandum, Superintendent Oscar Northington to Regional Director, October 2, 1958, cited in Joan M. Zenzen, "At The Crossroads Of Preservation And Development: A History Of Fredericksburg And Spotsylvania National Military Park" (Unpublished report prepared for the National Park Service in cooperation with The Organization Of American Historians, 2011), 179.

2 Ralph Happel, "A History of the Fredericksburg and Spotsylvania County Battlefields Memorial National Military Park" (Unpublished National Park Service report, 1955), 60, 72; Park brochure/map, 1951, Fredericksburg and Spotsylvania National Military park archives, Chatham (hereafter, FRSP); Visitation statistics cited in Joan M. Zenzen, "At The Crossroads Of Preservation And Development: A History Of Fredericksburg And Spotsylvania National Military Park" (Unpublished report prepared for the National Park Service in cooperation with The Organization Of American Historians, 2011), 143.

3 Ethan Carr, *Mission 66: Modernism and the National Park Dilemma* (Amherst: University of Massachusetts Press, 2007), 109-11, 115; Zenzen, 148.

4 Zenzen, 143, 152; National Park Service, "General Development, Chancellorsville Battlefield....Part of the Master Plan," March 1957, Denver Technical Information Center, plan FRSP 326 3006.

5 National Park Service Division of Design and Construction, Eastern Office, "Interpretive Tour Plan – Wilderness Battlefield, Part of the Master Plan," January 20, 1955, NPS Technical Information Center, FRSP 326 3008 B.

- 6 “Master Plan for the Preservation and Use of Fredericksburg and Spotsylvania County Battlefields Memorial National Military Park, MISSION 66 Edition” (Unpublished report compiled ca. 1963), Chapter 1 dated February 1961, page 8, NPS ETIC 326-0-52.
- 7 Zenzen, 159; National Park Service Division of Design and Construction, Eastern Office, “General Development Plan – Wilderness Battlefield, Part of the Master Plan,” April 3, 1963, Fredericksburg and Spotsylvania National Military Park, Wilderness map collection, 8220-y.
- 8 Zenzen, 241; USGS Chancellorsville quadrangle map, 1966. The earliest map showing the new alignment of Route 20 is “Interpretive Tour Plan – Wilderness Battlefield, Part of the Master Plan,” January 20, 1955, NPS ETIC, FRSP 326 3008 B.
- 9 FRSP land status map, Wilderness Battlefield, segment 04; Deed FRSP 134 (tract 04-122), Eastern National Park and Monument Association to NPS, June 15, 1971; National Park Service, “Wilderness Battlefield Area” [map showing proposed park acquisitions], October 1963, ETIC, FRSP 326 7002;
- 10 Donald Pfanz, “History Through Eyes of Stone: A Survey of Civil War Monuments Near Fredericksburg, Virginia” (Unpublished report, February 1983, revised September 2006), 181; Deed, Fidelity Trust Company to USA, March 1, 1959, FRSP deed #110 (tract 04-105).
- 11 “Civil War Battle Will BE Fought Again Monday,” *Battle Creek Enquirer*, April 17, 1960, 43; FRSP land status map, Wilderness, Segment 04. The park has no documentation on the ownership of the 0.76-acre Monument Lot (tract 04-173) and 3.69-acre outlying parcel (tract 04-176).
- 12 Fredericksburg and Spotsylvania National Military Park, “Park Operations Prospectus,” (Unpublished report, March 1952), page 4, contained within “Master Plan for the Preservation and Use of Fredericksburg and Spotsylvania County Battlefields Memorial National Military Park, MISSION 66 Edition.”
- 13 Zenzen, 155.
- 14 Roy C. Slatkavitz and Thomas C. Dall, “Design Analysis, General Development – Wilderness Battlefield,” part of “Master Plan for the Preservation and Use of Fredericksburg and Spotsylvania County Battlefields Memorial National Military Park, MISSION 66 Edition.” Volume I, Chapter 5, page 2; Memorandum, Superintendent to Chief, Eastern Office Design and Construction, December 12, 1962, FRSP Basement files, folder D32.
- 15 Communication with Eric Mink, 2020.
- 16 National Park Service, “Grading, Paving, and Landscape Plan – Wilderness Exhibit Shelter,” working drawing, August 21, 1963, ETIC FRSP 326 3033B’ Photograph of exhibit shelter nearing completion and paving of the parking lot, October 4, 1963, Wilderness photographs, box 1, FRSP; Fredericksburg-Spotsylvania National Military Park guidebook, 1942 updated to 1961 indicating Wilderness information station in operation, [https://www.nps.gov/parkhistory/online\\_books/brochures/1942/frsp/contents.htm](https://www.nps.gov/parkhistory/online_books/brochures/1942/frsp/contents.htm) (accessed March 21, 2019); field check of visitor contact station site by author, December 2018.
- 17 “General Development Plan – Wilderness Battlefield, Part of the Master Plan,” April 3, 1963. The General Development Plan is included in this report as figure 1.172 and shows an automobile connection to the Early Foot Trail as part of the park’s tour route.
- 18 “General Development Plan – Wilderness Battlefield, Part of the Master Plan,” April 3, 1963. This plan still identified all five trails built by the CCC—Early, Heath-Field, Poague Battery, Warren-Wadsworth, and Wright-Humphreys. It is unclear from this plan whether the section of Wright-Humphreys north of Route 3 was maintained.
- 19 USGS Chancellorsville quadrangle map, 1966. No documentation was found on the private access roads onto Hill-Ewell Drive during this time.
- 20 Allan Giddings to O. F. Northington, Jr., Superintendent, December 10, 1963, Tapp Farm site files, FRSP.
- 21 Photograph of Texas Monument showing fence, ca. 1965, Monument photographs, FRSP. No maps, plans, or photos of the access drive have been found.
- 22 Donald Pfanz, “History Through Eyes of Stone: A Survey of Civil War Monuments Near Fredericksburg, Virginia” (Unpublished report, February 1983, revised September 2006), 267-269.
- 23 Thomas J. Harrison, Chief Park Historian, to Sewah Studios, March 26, 1965, Wilderness Site Files, Tapp Farm, FRSP.
- 24 National Park Service Division of Design & Construction, “Approach and Entrance Signs, Entire Area, Fredericksburg & Spotsylvania NMP,” March 24, 1961, NPS TIC FRSP\_326-3018A. The park planned to erect more substantial brick-wall

entrance signs to Wilderness Battlefield, using the same design as the Chancellorsville signs erected on Route 3, but these were never realized.

25 National Register documentation, Fredericksburg and Spotsylvania National Military Park (2015), Resource table, Section 7, page 110.

26 Based on existing cannon locations. No historic documentation has been found on the dates these artillery pieces were installed. The cannons at the Tapp Farm were installed after field clearing was completed in 1989.

27 Pfanz, 189; author inspection of existing rededication marker, 2017.

28 Pfanz, 175-176; George W. Hill, Texas State Historical Survey Committee, to Superintendent O. F. Northington, June 18, 1963, Tapp Farm site files, FRSP.

29 Peter G. Rainey, *Germanna Road: Three Hundred Year History of Lower Orange County, Virginia, with particular attention to the Alexandria Tract and Lake of the Woods* (Self-published, 2010), 87; Carolyn Jones Elstner and Katherine Porter Clark, *Dear Old Ellwood: A Home in the Wilderness* (Washington, Virginia: Rappahannock Historical Society, 2016), 312; Zenzen, 241.

30 Memorandum, Chief Historian Thomas J. Harrison to Superintendent, February 10, 1966, FRSP Basement Files, C1 D1; Zenzen, 239; USGS Chancellorsville Quadrangle maps, 1966, 1973, 1993; Superintendent's Annual Report, 1980, Basement files, FRSP. This 1980 report mentions that the park was meeting with the state about the Route 3 widening, which would impact some earthworks.

31 National Park Service, "Wilderness Battlefield Area" [map showing proposed property acquisition], January 1969, ETIC FRSP 326 7002A; National Park Service, "Master Plan, Fredericksburg and Spotsylvania National Military Park" (Unpublished National Park Service report, 1969), 36, 68; FRSP tract data, 04-157, 04-205, 04-211.

32 Zenzen, 249, 253.

33 Zenzen, 263; 203; National Park Service, "Proposed Land Status and Boundary, Wilderness Battlefield," April 1984, NPS ETIC, FRSP 326 40072.

34 Zenzen, 303-304.

35 Zenzen, 304; Photograph of Longstreet Drive during construction of the Fawn Lake development, December 1989, Wilderness photographs, box 5. The park felt Longstreet Drive had little interpretive value, and it was probably a little-used part of the park. By 1989, the drive remained in its original condition as constructed between 1931 and 1935, with a gravel surface and turn-around at its southern end.

36 Zenzen, 323; Kelby Hartson, "Deal buys time for historic land," *Fredericksburg Free Lance-Star*, February 10, 1999, C2; Wilderness Battle land status map, Segment 04, updated through September 2015.

37 Zenzen, 307; NPS, tract data for FRSP 104-106; Central Virginia Battlefields Trust, "Wilderness," <https://www.cvbt.org/wilderness> (accessed March 26, 2019); American Battlefield Trust, "Walmart Controversy Fully Resolved," <https://www.battlefields.org/learn/articles/walmart-controversy-fully-resolved> (accessed March 26, 2019); American Battlefield Trust, "Civil War Trust Preserves 355 Acres at Chancellorsville and Wilderness Battlefields," <https://www.battlefields.org/news/civil-war-trust-preserves-355-acres-chancellorsville-and-wilderness-battlefields> (accessed March 26, 2019).

38 This section provides only a brief overview of major changes in the landscape after 1966.

39 Superintendent's Annual Report, 1976, Basement files, FRSP.

40 Historic home to open its doors to public for first time," Associated Press article in newspaper clipping, ca.1996, Ellwood file, Orange County Historical Society (Ellwood CLR research); Wilderness Tavern site file, FRSP.

41 National Park Service, "Overall Site Plan, Vermont Monument, Fredericksburg-Spotsylvania NMP," January 2006, NPS ETIC, FRSP 326 41.011.

42 The Cultural Resource Group and Louis Berger & Associates, Inc., "Archaeological Survey of Wilderness Battlefield Trenches, Fawn Lake Development" (Unpublished report prepared for NTS Residential Properties, Inc., October 1989), FRSP.

43 Superintendent's Annual Report, 1990, FRSP basement files. A small arched opening was included in the Fawn Lake wall to avoid disturbing an earthwork. Subsequent mowing of the manicured lawn established at the entrance eventually obliterated the earthwork

- 44 Wikipedia, s.v. “Youth Conservation Corps;” Superintendent’s Annual Reports, 1972, 1974, and 1983, Basement files, FRSP. The 1974 report noted the YCC worked on “cleaning and renovating Wilderness Nature Trail and constructing foot bridge.” The location of this trail has not been determined.
- 45 FRSP tract data, 04-180; Superintendent’s Annual Report, 1980, Basement files, FRSP.
- 46 FRSP tract data, 04-177; Existing FRSP trail map, Federal Line Trail; Superintendent’s Annual Report, 1976.
- 47 Existing FRSP trail maps, Gordon Flank Attack Trail, Tapp Field Trail.
- 48 Existing FRSP trail map, Vermont Monument Trail; Pfanz, *History Through Eyes of Stone*, 2006; Friends of Wilderness Battlefield, “Wilderness Crossing Trail Guide,” <http://www.fowb.org/index.php/battlefield/wilderness-crossing-trail-guide/> (accessed March 28, 2019).
- 49 Superintendent’s Annual Report (draft), 1972, page 10, Basement files, FRSP.
- 50 Bridget Harrison, in comments on first draft of CLR Site History chapter, 2019.
- 51 Superintendent’s Annual Report, 1980, Basement files, FRSP.
- 52 Communication with Eric Mink, 2020.
- 53 Superintendent’s Annual Reports, 1983, 1984, 1987, and 1988, Basement files, FRSP.
- 54 Superintendent’s Annual Reports, 1982, 1983, and 1987, Basement files, FRSP.
- 55 In the late 1980’s, FRSP hired a forestry technician to girdle specimens of Virginia pine (*Pinus virginiana*) located on historic earthworks in an attempt to protect the historic features by removing trees at risk of being windthrown. The strategy was only partially successful and there remain trees standing on earthworks north of Route 20 that exhibit scarring from attempted girdling. (From communication with Gregg Kneipp, FRSP Natural Resource Manager, 2020).
- 56 Pfanz, *History Through Eyes of Stone*, 196-197, 200-201; Read Kingsburg, “Rochesterians paid the price for the Union,” *Rochester Democrat and Chronicle*, May 28, 1989, copy in Historian’s Files, FRSP; Stone Sentinels, “The Vermont Brigade monument,” <http://stonesentinels.com/the-wilderness/wilderness-battlefield-auto-tour/stop-8-brock-road-plank-road-intersection/vermont-brigade/> (accessed March 27, 2019).
- 57 Information in this section is based largely on aerials and USGS maps dating from the 1960s through the 2000s, and existing conditions based on site visits and Google street view. Information on park development within the Civil War-era properties is found in the previous section of this chapter (Chancellorsville Battlefield Park Development)
- 58 US Census, QuickFacts, Orange County, Virginia, <https://www.census.gov/quickfacts/fact/table/orangecountyvirginia/PST045217> (accessed March 28, 2019).
- 59 Rainey, *Germanna Road*, 75.
- 60 Elstner and Clark, 312; Deed FRSP 134 (tract 04-122), Eastern National Park and Monument Association to NPS, June 15, 1971.
- 61 Elstner and Clark, 312; “Lake Wilderness POA, A Friendly Community That You can Call Home,” <https://lake-wilderness.org/> (accessed March 29, 2019); Niche, “Lake Wilderness,” <https://www.niche.com/places-to-live/lake-wilderness-spotsylvania-va/> (accessed March 29, 2019). Forest Walk was included in the Lake Wilderness population area.
- 62 Elstner and Clark, 312; USGS Chancellorsville quadrangle maps, 1973, 1994.
- 63 Deeds FRSP 135 (tract 04-181), FRSP 136 (tract 04-157). Gordon Jones’s Ellwood land came to the National Park Service in various tracts not recorded here.
- 64 Superintendent’s Annual Report, 1979, Basement files, FRSP. See *Cultural Landscape Report for Ellwood* (2009) for additional history on the core of the Ellwood landscape.
- 65 NPT tract 04-156 (incorrectly labeled as 04-154 on FRSP Land Status Map, Segment 04; Elstner and Clark, 196-197.
- 66 Rainey, *Germanna Road*, 62; USGS Chancellorsville quadrangle maps, 1966 and 1973; Deed FRSP 184 (tract 04-179), W. M. Scaife, Jr. to USA, September 29, 1975.
- 67 Kelby Hartson and Elizabeth Pezzullo, “Taming Wilderness? Some fear flank attack in form of growth,” *Fredericksburg Free Lance-Star*, February 27, 1999, A1, A8.

68 NPS tracts 04-134, 04-200; E-mail, Frank O'Reilly to John Hennessy, "Summary histories of the Lyons' and Link's properties," April 2, 2003, Ellwood site files, FRSP.

69 O'Reilly to Hennessy, 2003; Deed FRSP 225 (tract 04-190); Draft memo, FRSP Superintendent to Regional Director, April 10, 1978, Wilderness Tavern site files, FRSP; Tim Rockwell and John McCarthy, "The Wilderness Tavern: Reclamation and Stabilization Project" (Unpublished report prepared for the National Park Service, 1978), 1-2, FRSP.

70 O'Reilly to Hennessy, 2003; FRSP Land Status Map, Section 04; FRSP tract 04-133 (no deed available); site inspection by author, December 2018.

71 Deed FRSP 149 (tract 04-177); FRSP Tract 04-214; FRSP Land Status Map, Segment 04; National Park Service, "Wilderness Battlefield Development Plan, Part of the Master Plan," ca. 1940 with annotations through ca. 1960 showing changes in property ownership, Wilderness map collection, FRSP; Linda Wheeler, "Wilderness battlefield park grows by 49 acres," *Washington Post*, May 5, 2014, [https://www.washingtonpost.com/news/house-divided/wp/2014/05/05/wilderness-battlefield-park-grows-by-49-acres/?noredirect=on&utm\\_term=.3e34ca58da1e](https://www.washingtonpost.com/news/house-divided/wp/2014/05/05/wilderness-battlefield-park-grows-by-49-acres/?noredirect=on&utm_term=.3e34ca58da1e) (accessed March 29, 2019).

72 "Wilderness Battlefield Development Plan, Part of the Master Plan," ca. 1940 with annotations through ca. 1960.

73 Deed FRSP 188 (tract 04-136); Superintendent's Annual Report, 1979, Basement files, FRSP; Budd Wilson, "Archaeological Report, YCC Camp Site," October 1979, Higginson site files, FRSP; Memo, Chief Historian, to Higginson File, January 3, 1979, Higginson site files, FRSP.

74 E-mail, Gregg Kneipp, FRSP Natural Resource Manager, to John Auwaerter, October 26, 2018; E-mail, Eric Mink, FRSP Historian and Cultural Resource Specialist, to John Auwaerter, December 12, 2018.

75 Rainey, *Germanna Road*, 87, 92, 144; Niche, "Lake of the Woods," <https://www.niche.com/places-to-live/lake-of-the-woods-orange-va/> (accessed March 29, 2019).

76 USGS Chancellorsville quadrangle map, 1966.

77 Wilderness Battlefield Development Plan, Part of the Master Plan," ca. 1940 with annotations through ca. 1960 showing changes in ownership.

78 USGS Chancellorsville quadrangle maps, 1969, 1973, 1994.

79 USGS Chancellorsville quadrangle map, 1966 updated to 1994; Brochure with development map, "Master Plank, Fawn Lake – Historic Fredericksburg," no date (available at Fawn Lake sales office). Three residential lots at the north end of Honor Bridge Farm Drive extended into the authorized park boundary south of Orange Plank Road.

80 Deed, FRSP 162 (tract 04-121); USGS Chancellorsville quadrangle map, 1966 updated to 1973. This map still shows the Parker School building. There is no mention of a building on the lot in the 1974 deed.

81 FRSP Land Status Map, Section 04, tracts 04-119, 04-112; Giddings to Northington, December 10, 1963.

82 Deed, FRSP 150, tract 04-166; Wilderness Battlefield Development Plan, Part of the Master Plan," ca. 1940 with annotations through ca. 1960 showing Clark as the owner of the Chewning Farm. The text on the photocopy of the FRSP 150 deed is illegible, so the description of the property could not be read to determine ownership prior to Clark.

83 Gregg Kneipp, in comments on the first draft of the CLR Site History chapter, 2019.

84 Deed, FRSP 150.

85 Deed, FRSP 356, tract 04-167.

86 Gregg Kneipp, in comments on the first draft of the CLR Site History, 2019.

87 Aerial photograph, May 1962; "Vacation Down on the Farm," *Pittsburgh Press*, June 10, 1962, 188.

88 Gregg Kneipp, in comments on the first draft of the CLR Site History chapter, 2019.

89 Deed FRSP 250 (tracts 04-129, 04-203, 04-204); Deed FRSP 274 (tract 04-128); "Kenneth W. Sullivan, SRA, "Appraisal Report, Property of Lester E. Carver and Nancy Smith Carver NPS Tract 04-128," February 5, 1977, Compliance Records, FRSP; Virginia Department of Historic Resources Reconnaissance Level Survey, "Carver Farm, 12001 Hill-Ewell Drive," #111-0147-003, February 11, 2013, Compliance Records, FRSP.

90 Google aerial, October 19, 2017.

# Cultural Landscape Report Wilderness Battlefield

Fredericksburg and Spotsylvania  
National Military Park  
Spotsylvania County, Virginia

## Late Park Period 1945-2019



**National Park Service**  
Olmsted Center for Landscape Preservation  
www.nps.gov/oclp

in partnership with  
Department of Landscape Architecture  
Center for Cultural Landscape Preservation  
SUNY College of Environmental  
Science and Forestry, www.esf.edu/la/cclp

### MAJOR SOURCES

1. Spotsylvania and Orange Counties and NPS GIS data
2. USGS Chancellorsville, Mine Run quadrangle maps, 1966, 1973, 1994
4. Aerial photographs, 1962, 2017
5. FRSP land records
6. Field survey, 2017-2018

### DRAWN BY

John Auwaerter, Kyle Stillwell, SUNY ESF  
Adobe Illustrator CC, 2019

### LEGEND

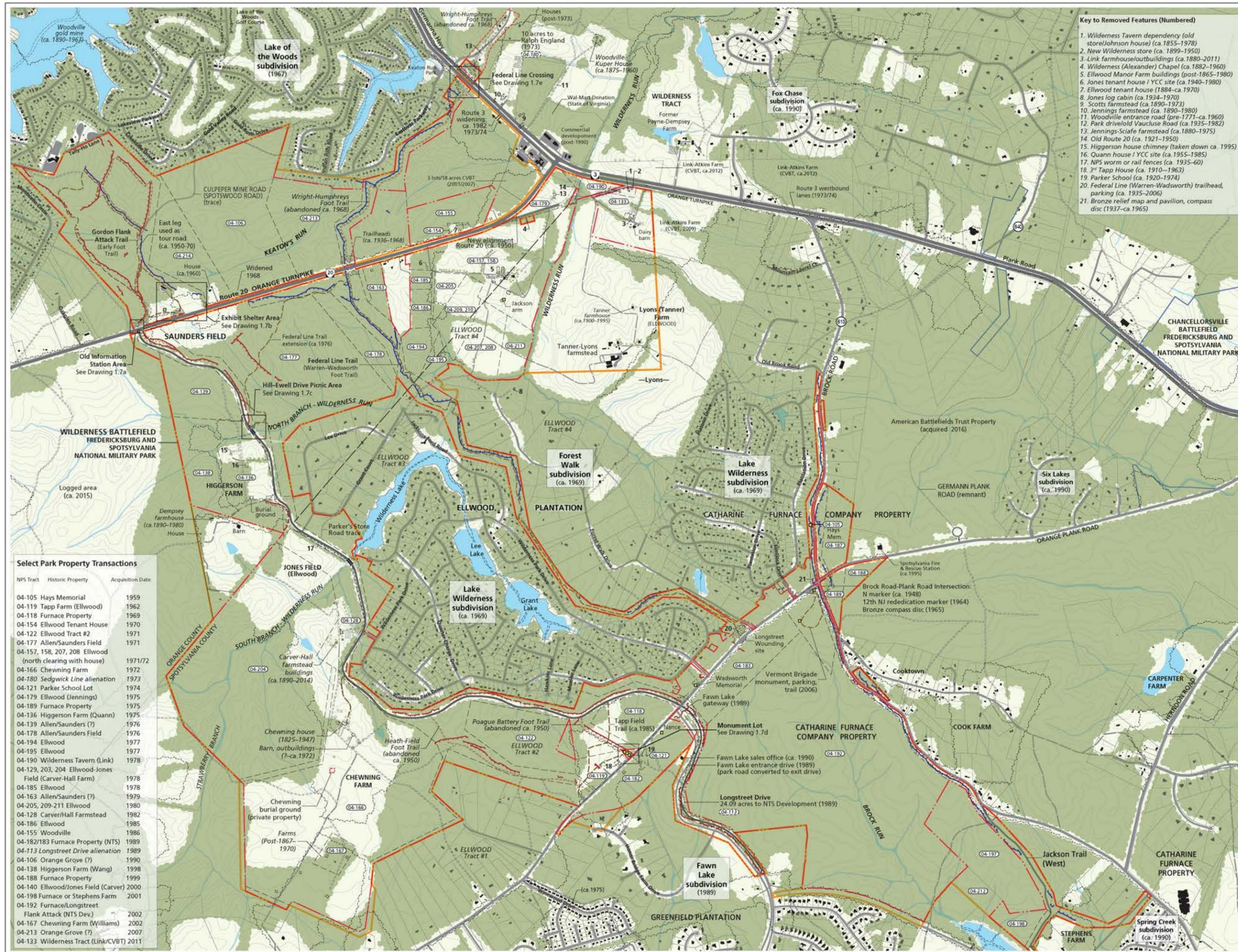
- Building
- Bridge
- Main Road, Minor Road
- Park Road, Park Foot Trail
- Fence
- Earthworks (Trench, Artillery Lunette):  
Confederate (red), US (blue), both (red/blue)
- Commemorative Work
- Woods, Approximate Logged Area (hatch)
- Specimen Tree, Orchard
- Open Ground, Old Field (stipple)
- Stream
- Feature Removed During Period (dashed line)
- Period Property Boundary: Private, Park (red)
- Current Park Boundaries:  
Wilderness (orange), Chancellorsville (blue)

### NOTES

1. All features shown at approximate scale and location.
2. Drawing shows landscape as of 2019.
3. Battle-period features labeled in upper case.
4. Dates of construction/removal shown where known.
5. Plantings, culverts, signs along park drives not shown.
6. Areas logged since 1945 not shown.
7. Contour interval: 10'.
8. See Chancellorsville Battlefield CLR for areas east of Brock Road.



Drawing 1.6



#### Key to Removed Features (Numbered)

1. Wilderness Tavern dependency (old store/Johnson house) (ca. 1855-1978)
2. New Wilderness store (ca. 1899-1950)
3. Link farmhouse/outbuildings (ca. 1880-2011)
4. Wilderness (Alexander) Chapel (ca. 1882-1960)
5. Ellwood Manor Farm buildings (post-1865-1980)
6. Jones tenant house / YCC site (ca. 1940-1980)
7. Ellwood tenant house (1884-ca. 1970)
8. Jones log cabin (ca. 1924-1970)
9. Scotts farmstead (ca. 1890-1973)
10. Jennings farmstead (ca. 1890-1980)
11. Woodville entrance road (pre-1771-ca. 1960)
12. Park driveway Vaucluse Road (ca. 1935-1982)
13. Jennings-Sciave farmstead (ca. 1880-1975)
14. Old Route 20 (ca. 1921-1950)
15. Higginson house chimney (taken down ca. 1995)
16. Quann house / YCC site (ca. 1955-1985)
17. NPS worm or rail fences (ca. 1935-60)
18. 3<sup>rd</sup> Tapp House (ca. 1910-1963)
19. Parker School (ca. 1920-1974)
20. Federal Line (Warren-Wadsworth) trailhead, parking (ca. 1935-2006)
21. Bronze relief map and pavilion, compass disc (1937-ca. 1965)

#### Select Park Property Transactions

NPS Tract	Historic Property	Acquisition Date
04-105	Hays Memorial	1959
04-119	Tapp Farm (Ellwood)	1962
04-118	Furnace Property	1969
04-154	Ellwood Tenant House	1970
04-122	Ellwood Tract #2	1971
04-177	Allen/Saunders Field	1971
04-157, 158, 207, 208	Ellwood (north clearing with house)	1971/72
04-166	Chewing Farm	1972
04-180	Sedgwick Line alienation	1973
04-121	Parker School Lot	1974
04-179	Ellwood (Jennings)	1975
04-189	Furnace Property	1975
04-136	Higginson Farm (Quann)	1975
04-139	Allen/Saunders (?)	1976
04-178	Allen/Saunders Field	1976
04-194	Ellwood	1977
04-195	Ellwood	1977
04-190	Wilderness Tavern (Link)	1978
04-129, 203, 204	Ellwood-Jones Field (Carver-Hall Farm)	1978
04-185	Ellwood	1978
04-163	Allen/Saunders (?)	1979
04-205, 209-211	Ellwood	1980
04-128	Carver/Hall Farmstead	1982
04-186	Ellwood	1985
04-155	Woodville	1986
04-182/183	Furnace Property (NTS)	1989
04-113	Longstreet Drive alienation	1989
04-106	Orange Grove (?)	1990
04-138	Higginson Farm (Wang)	1998
04-188	Furnace Property	1999
04-140	Ellwood/Jones Field (Carver)	2000
04-198	Furnace or Stephens Farm	2001
04-192	Furnace/Longstreet Flank Attack (NTS Dev.)	2002
04-167	Chewing Farm (Williams)	2002
04-213	Orange Grove (?)	2007
04-133	Wilderness Tract (Link/CVBT)	2011



# Cultural Landscape Report Wilderness Battlefield

Fredericksburg and Spotsylvania  
National Military Park  
Spotsylvania County, Virginia

## Late Park Period - Detail 1945-2019



**National Park Service**  
Olmsted Center for Landscape Preservation  
www.nps.gov/oclp

in partnership with  
Department of Landscape Architecture  
Center for Cultural Landscape Preservation  
SUNY College of Environmental  
Science and Forestry, www.esf.edu/la/cclp

### MAJOR SOURCES

1. Spotsylvania and Orange Counties and NPS GIS data
2. USGS Chancellorsville, Mine Run quadrangle maps, 1966, 1973, 1994
3. Aerial photographs, 1962, 2017
4. Aerial photographs, 1962, 2017
5. NPS, Wilderness Exhibit Shelter site plan, 1963, FRSP 326 30338
6. Field survey, 2017-2018

### DRAWN BY

John Auwaerter, SUNY ESF  
Adobe Illustrator CC, 2019

### LEGEND

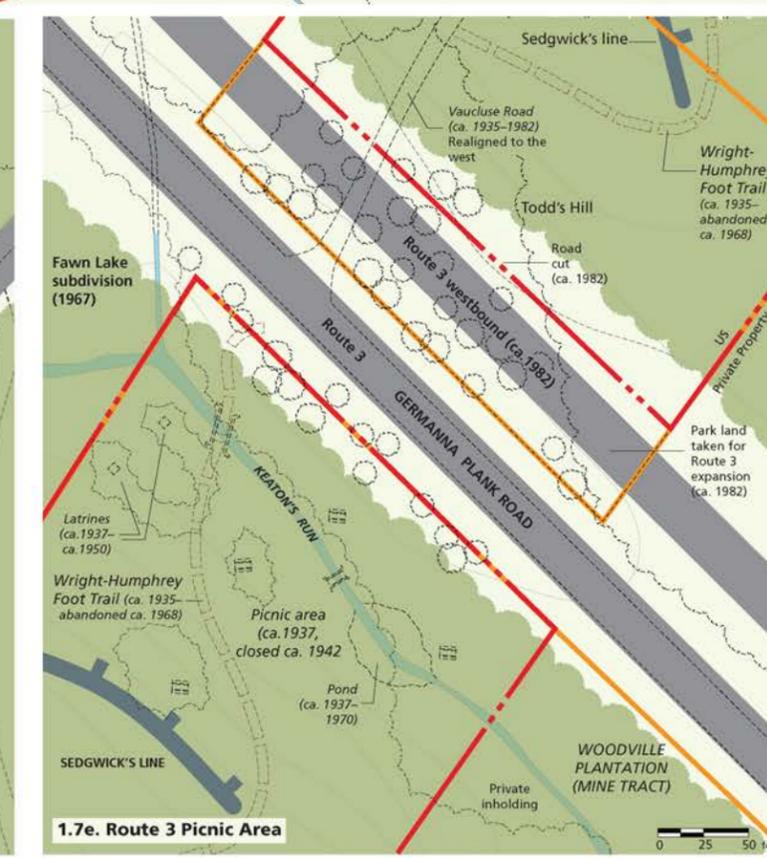
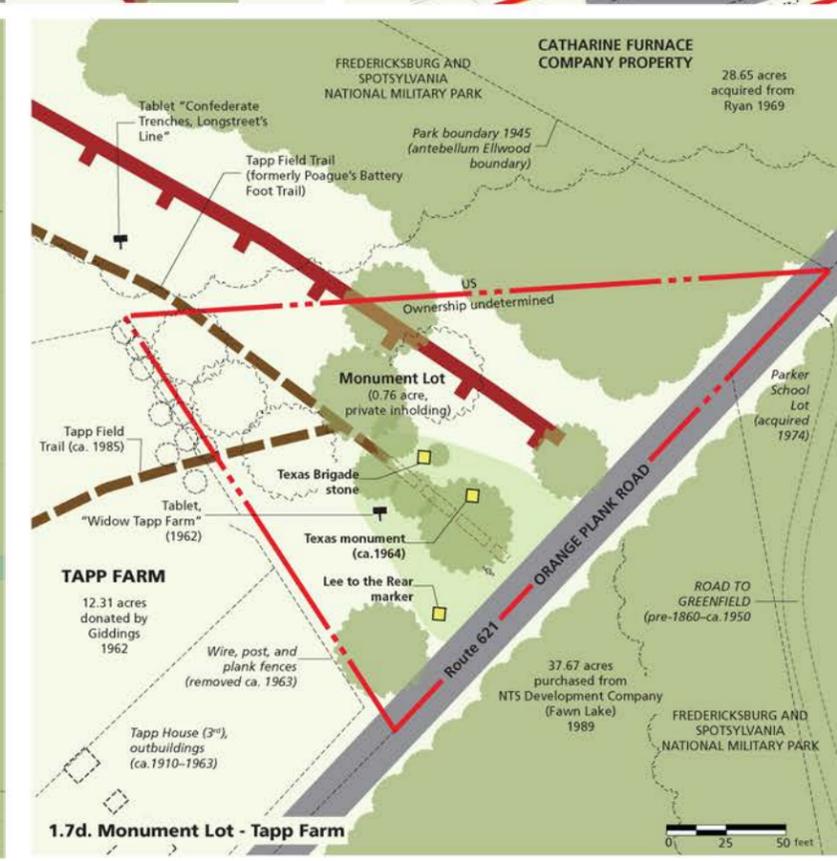
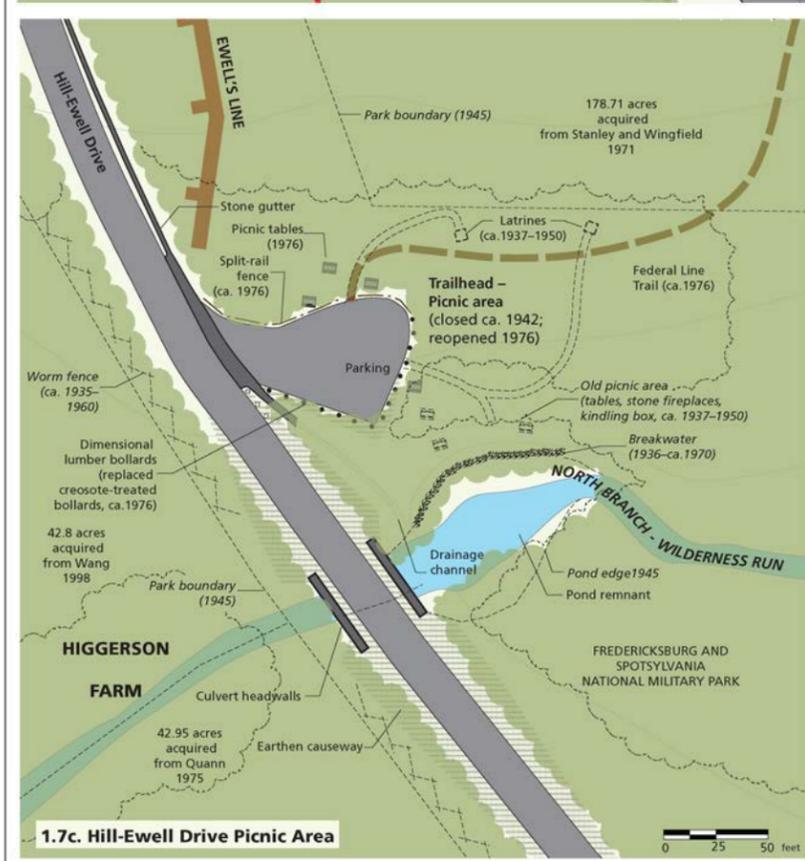
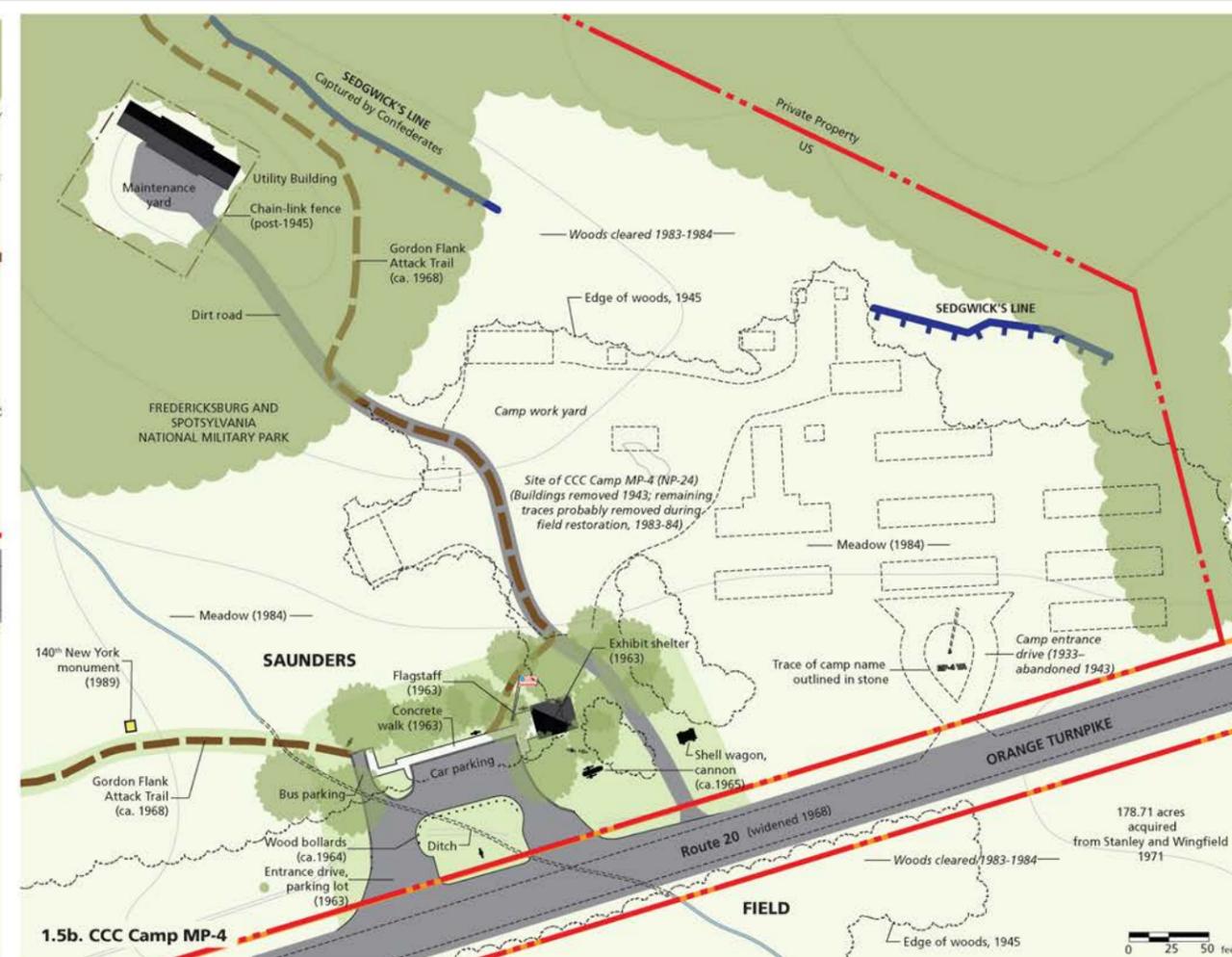
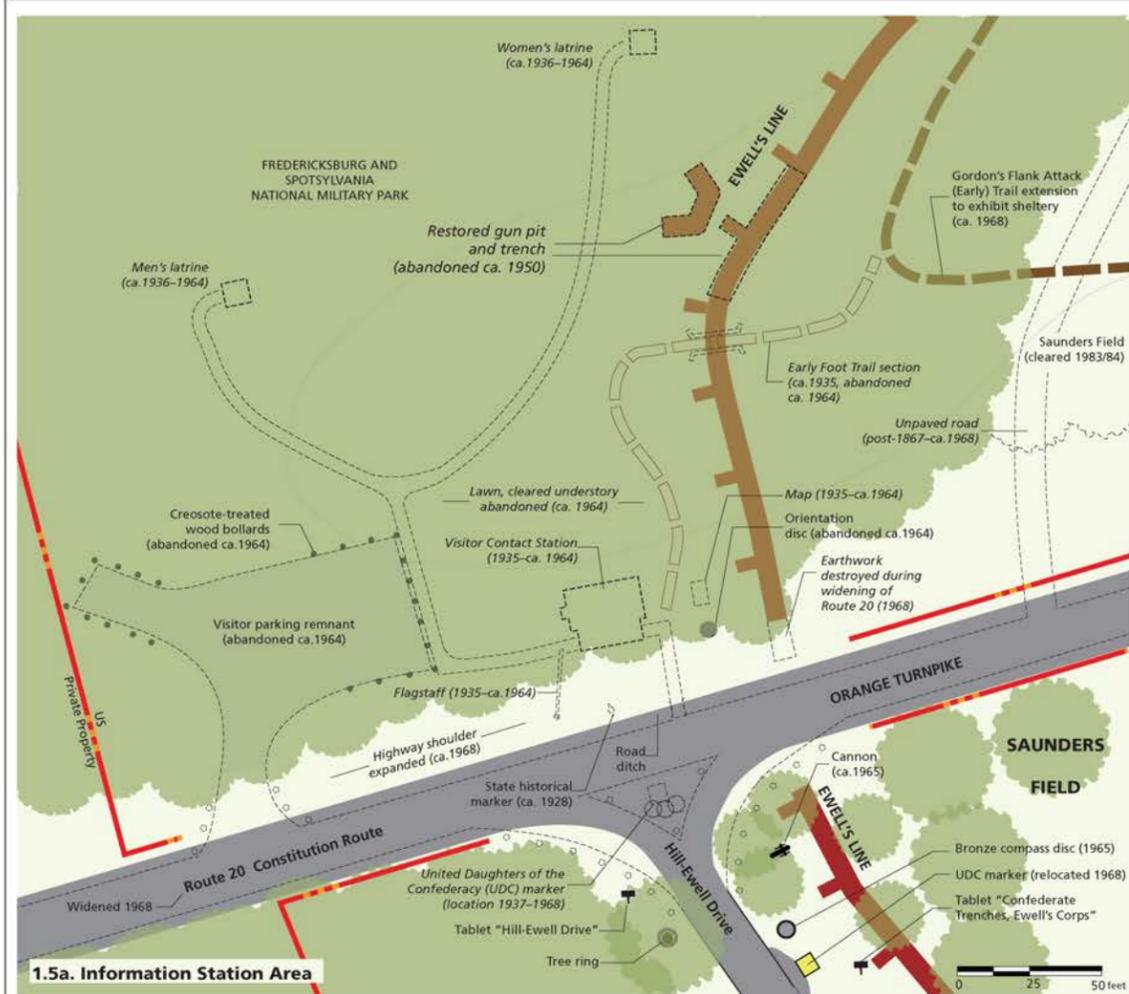
- Building
- Bridge
- Main Road, Minor Road
- Park Drive
- Park Foot Trail
- Earthworks (Trench, Artillery Lunette): Confederate (red), US (blue), both (red/blue)
- Sign, Tablet, Picnic Table
- Commemorative Work
- Woods
- Specimen Tree
- Open Ground, Mown Grass
- Stream
- Feature Removed During Period (dashed line)
- Period Property Boundary: Private, Park (red)
- Current Wilderness Park Boundary

### NOTES

1. All features shown at approximate scale and location.
2. Drawing shows landscape as of 2019; footprints of CCC camp buildings removed in 1943 shown to indicate traces that existed at beginning of period.
3. Battle-period features labeled in upper case.
4. Dates of construction/removal shown where known.
5. Plantings, culverts, signs along park drives not shown.
6. Contour interval: 10'.



Drawing 1.7







OCLP

# EXISTING CONDITIONS

**PARK MANAGEMENT AND USE**

**WILDERNESS BATTLEFIELD LANDSCAPE**

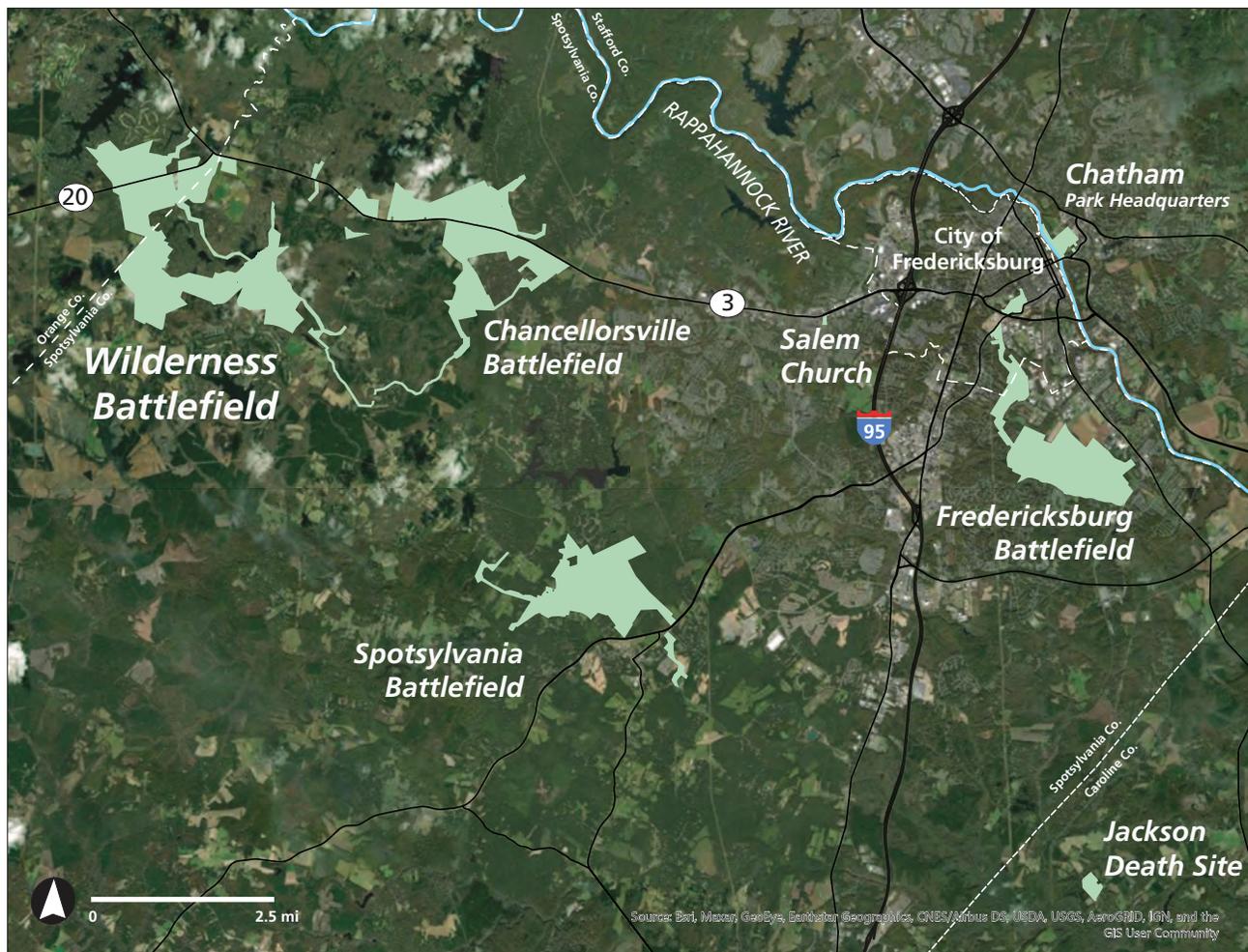


**W**ilderness Battlefield is a complex park landscape where reminders of one of the fiercest Civil War battles exist alongside picturesque rural scenes and sprawling suburban development. Within the park's irregular boundaries, rolling hills and narrow streams typical of the eastern Virginia Piedmont are alternately exposed within historic farm clearings and shaded beneath mature, second-growth woods. Distributed across the cultural landscape are features related to two distinct historic periods. Civil War-era features, including farm fields and the remains of defensive earthworks, reflect the landscape's 1864 battle character. Complementing these nineteenth-century features are commemorative works, winding drives, rustic trails, and structures introduced to the landscape primarily between 1927 and 1964, during the historic period of park development. Together, these two layers compose a unified park landscape that invites visitors to reflect upon the battle of May 5–7, 1864 and the historic efforts to commemorate that brutal event.

This chapter provides a concise overview of the existing landscape conditions at Wilderness Battlefield in 2021, including information about the park unit's management and use. Existing conditions of the entire battlefield park unit are illustrated in Drawing 2.1 and five detail areas are depicted in Drawing 2.2. Formal documentation of landscape characteristics and features can be found in Chapter 3, Analysis and Evaluation.

## **PARK MANAGEMENT AND USE**

Wilderness Battlefield is one of four Civil War battlefield landscapes contained within Fredericksburg and Spotsylvania National Military Park, which encompasses approximately 7,600 acres across Orange, Spotsylvania, Caroline, and Stafford counties in Virginia. Established in 1927, the park is intended to “commemorate the Civil War battles of Fredericksburg, Spotsylvania Court House, Wilderness, and Chancellorsville” and to “mark and preserve” associated battle features. Seven distinct, noncontiguous landscape units compose the park's landholdings (fig. 2.1). Wilderness Battlefield, the westernmost and most expansive unit, stretches across more than 2,800 acres of federal land. Chancellorsville Battlefield, the next unit to the east, sits approximately two miles away. Visitors typically navigate the park by private vehicle and often begin at the main visitor center and museum ten miles to the east in Fredericksburg, where the park's headquarters are located. A secondary park visitor center is located at Chancellorsville Battlefield.<sup>1</sup>



**Figure 2.1. Map of Fredericksburg and Spotsylvania National Military Park, displaying the seven distinct park units, including Wilderness Battlefield, and important nearby geographic features. (OCLP; ESRI, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community)**

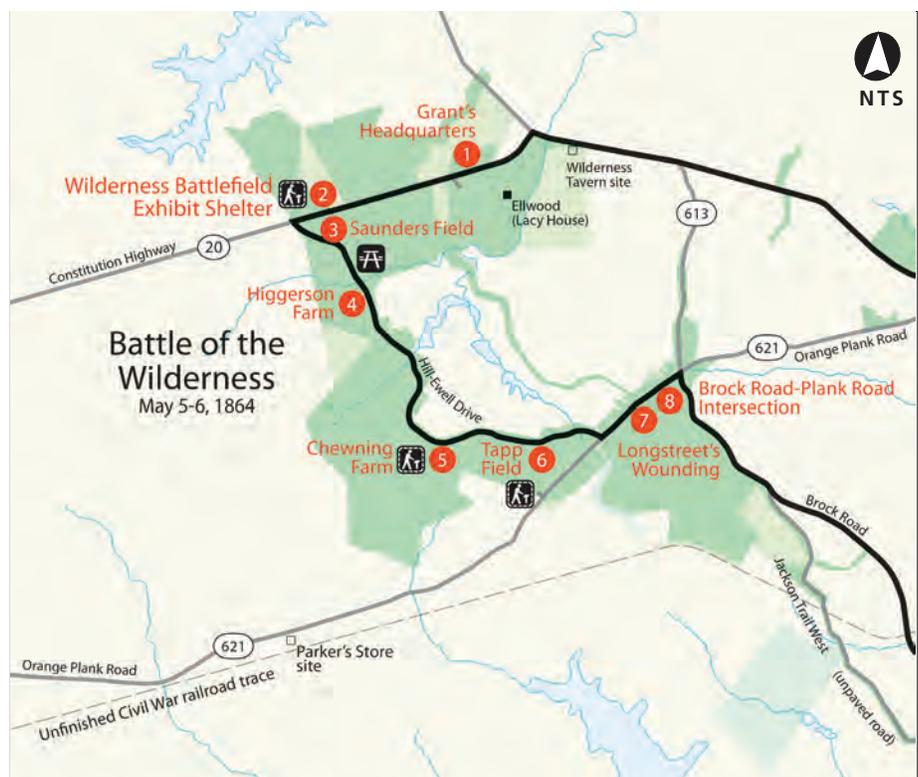
In 2019, Fredericksburg and Spotsylvania National Military Park received 906,800 total recreation visitors and 838,835 in 2020, when COVID-19 public health restrictions were in place. During the same period, the Wilderness Battlefield park unit welcomed 128,017 and 144,692 recreation visitors, respectively.<sup>2</sup> Many visitors to Wilderness Battlefield stop at the open-air exhibit shelter on the north side of Constitution Highway (Route 20), near the center of Saunders Field (fig. 2.2). The exhibit shelter contains interpretive panels, including historical maps, and is one of eight stops on a self-guided driving tour of Wilderness Battlefield, which brings visitors to important sites of the 1864 battle (fig. 2.3). The tour route follows portions of Constitution Highway and Orange Plank Road (Route 621), both public roads which run through the park. Four of the eight tour stops are located along Hill-Ewell Drive, the primary park drive at Wilderness Battlefield. Park lands are open to visitors from dawn to dusk, with ranger-led tours offered on special occasions. Public access to park lands is enhanced by five pedestrian trails. The trails wind through areas of woods and open fields and often run along sections of historic US and Confederate earthworks.

Aside from historical interpretation and commemoration, public uses of the battlefield landscape include passive recreation such as walking, running, hiking, and bicycling, primarily by residents of the suburban subdivisions adjacent to the

Figure 2.2. Wilderness Battlefield exhibit shelter (right) shaded beneath a historic grove on the north side of Constitution Highway (Route 20), looking northeast, 2017. Many visitors begin their tour of Wilderness Battlefield at the exhibit shelter. (Google Earth)



Figure 2.3. Map of the Wilderness Battlefield self-guided driving tour. (NPS, Fredericksburg and Spotsylvania National Military Park)



park. One designated picnic area is located on the east side of Hill-Ewell Drive near the north branch of Wilderness Run. The only building open to the public at Wilderness Battlefield is the antebellum Ellwood house, where tours are guided by volunteers from the Friends of Wilderness Battlefield, a nonprofit park partner (fig. 2.4). The Utility Building, a historic Civilian Conservation Corps (CCC) structure that functions as a park maintenance facility, is located in the woods immediately north of Saunders Field. The park also owns two residences within the Lake Wilderness subdivision that serve as staff quarters. Additionally, a few non-historic structures are used by farmers who cultivate fields at Wilderness Battlefield under agricultural lease agreements.

**Figure 2.4.** The Ellwood house is the only surviving antebellum building at Wilderness Battlefield. The historic house is maintained in partnership with the nonprofit organization Friends of Wilderness Battlefield. Date unknown. (Friends of Wilderness Battlefield)



#### **PROPERTY OWNERSHIP**

The National Park Service owns approximately 2,800 acres at Wilderness Battlefield, primarily distributed along Constitution Highway (Route 20), Hill-Ewell Drive, Orange Plank Road, and Brock Road (fig. 2.5). Wide swaths of park land exist north and south of Constitution Highway, which follows a portion of the historic Orange Turnpike alignment through the park. The park also owns large areas west of Hill-Ewell Drive and south of Orange Plank Road. Strips of park land run along the Federal Line Trail and on both sides of Brock Road, north of the Orange Plank Road intersection. These narrow ribbons, which run roughly north to south, are hemmed in on both sides by residential subdivisions developed since the 1960s on land historically belonging to Ellwood and the Catharine Furnace Company. Other suburban residential developments abut park land at the northern and southern edges of Wilderness Battlefield.

The legislated park boundaries for Wilderness Battlefield encompass several private properties, including approximately 160 acres of the Lyons Farm, which sits within the historic Ellwood clearing. South of the historic Higgerson Farm clearing, nearly fifty acres within park boundaries are privately owned and include cultivated fields and two residences on General Jenkins Drive. More than one hundred acres of private, undeveloped woods stretch northeast from Constitution Highway to Germanna Highway (Route 3) across twelve separate inholding tracts. Several smaller private residential tracts fall within park boundaries at the edges of the adjacent subdivisions and along Constitution Highway.

The park also owns scenic easements on strips of private land along the southern and western edges of Chewning Farm and conservation easements on linear

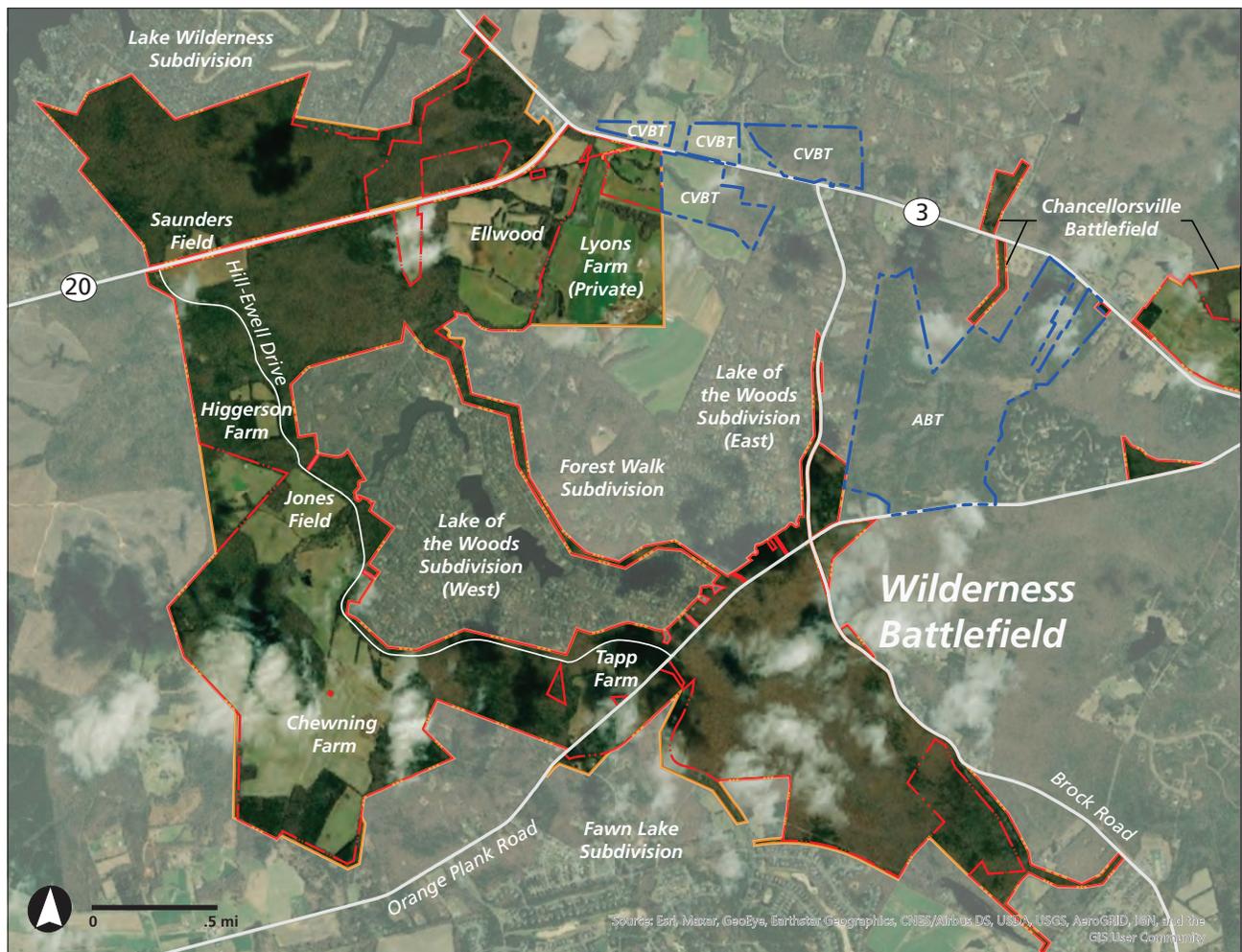


Figure 2.5. Map of Wilderness Battlefield showing land in federal fee ownership (red dashed line) as well as private inholdings within the park's legislated boundary (orange line) and land conserved by park partners outside park boundaries (blue dashed line). Significant park sites are also identified. (OCLP; ESRI, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community)

parcels along the Fawn Lake subdivision entrance road, formerly the park's Longstreet Drive. The conservation easements protect remnants of Confederate earthworks.

Property owned and managed by park partners outside of park boundaries includes four large parcels totaling more than 140 acres of woods and fields owned by the Central Virginia Battlefields Trust (CVBT) on both sides of Route 3, east of the Constitution Highway intersection. The four parcels cover historic portions of Ellwood and the Wilderness Tract. Additionally, the American Battlefield Trust (ABT) owns approximately 350 wooded acres of historic Catharine Furnace Company property east of Brock Road and north of Orange Plank Road. Within the park boundary, the CVBT and the ABT own a combined nineteen acres of woods on historic Ellwood property along the north side of Constitution Highway near the Route 3 intersection. There are no visitor facilities on partner-owned properties.<sup>3</sup>



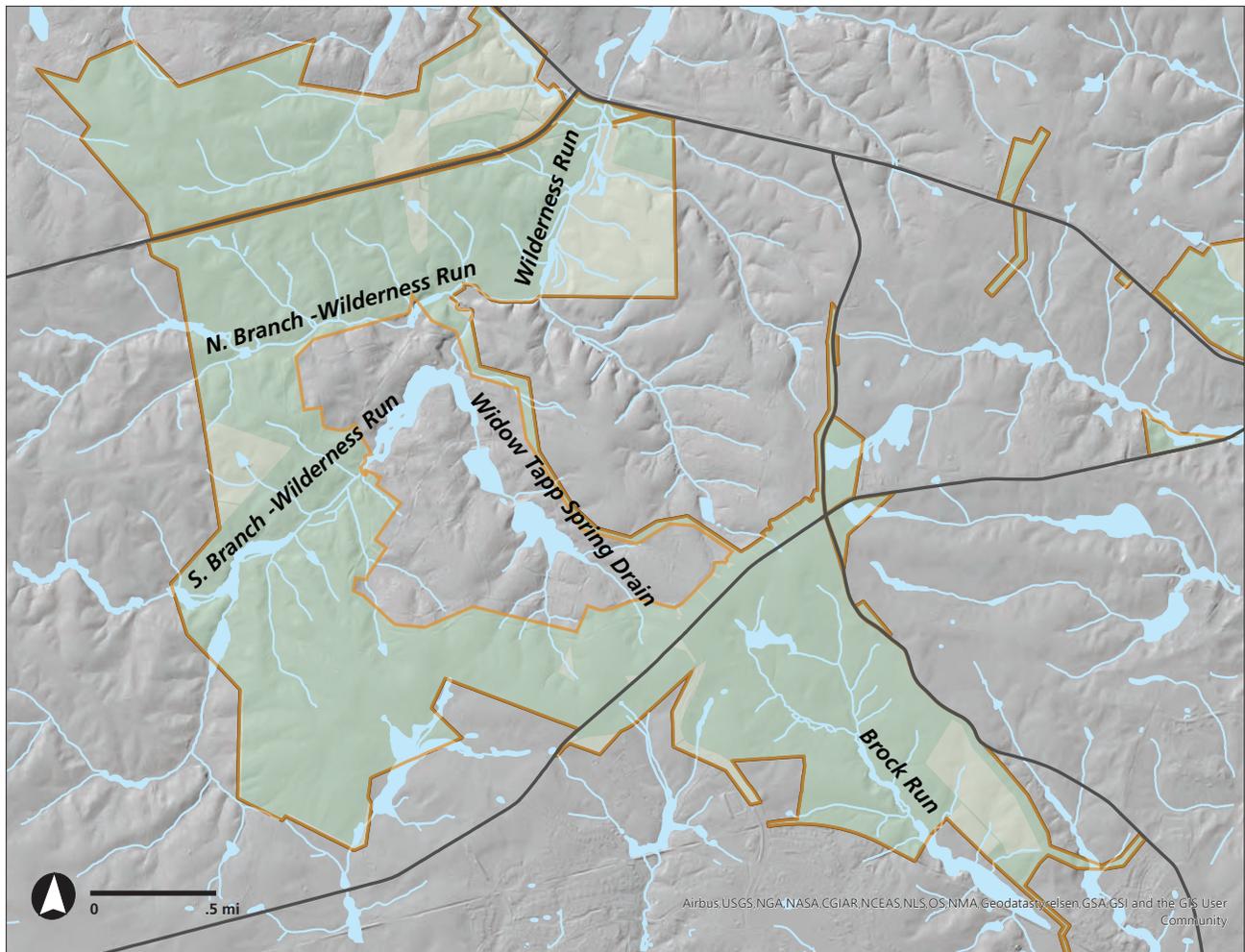
Figure 2.6. EPA level III ecoregions within the Commonwealth of Virginia. Fredericksburg National Military Park sits on the boundary between the Southeastern Coastal Plain and the Piedmont ecoregions. (OCLP; ESRI, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community)

## NATURAL RESOURCES MANAGEMENT

The purpose of Fredericksburg and Spotsylvania National Military Park, as articulated in the park’s 2013 Foundation Document, includes the management of natural resources to “preserve the setting and environment in order to support visitor understanding of the battlefield and related sites.”<sup>4</sup> Natural resources management is integrated with regular park operations, and environmental monitoring is undertaken regularly to inform management strategies. In 2015, a Natural Resource Condition Assessment was completed for the park, which concluded that the park’s land area “supports a diverse assemblage of plant communities, aquatic resources, and wildlife including globally-rare plant associations and bird communities.”<sup>5</sup>

The character of the park’s natural resources is dependent on its geographic setting and on human activities that exert great influence on the landscape. Fredericksburg and Spotsylvania National Military Park is located on the boundary between two Level III ecoregions as defined by the US Environmental Protection Agency (fig. 2.6).<sup>6</sup> The park units to the east, including Fredericksburg, Chatham, and the Stonewall Jackson Shrine, sit within the western reaches of the Southeastern Coastal Plain ecoregion, which is characterized by its flat topography formed by relatively soft sediments eroded from the Appalachian Mountains over one hundred million years. The park units to the west, including Chancellorsville and Wilderness Battlefield, fall within the Piedmont ecoregion, an eastward-sloping landscape of gently rolling hills formed by hard, metamorphic rock.<sup>7</sup>

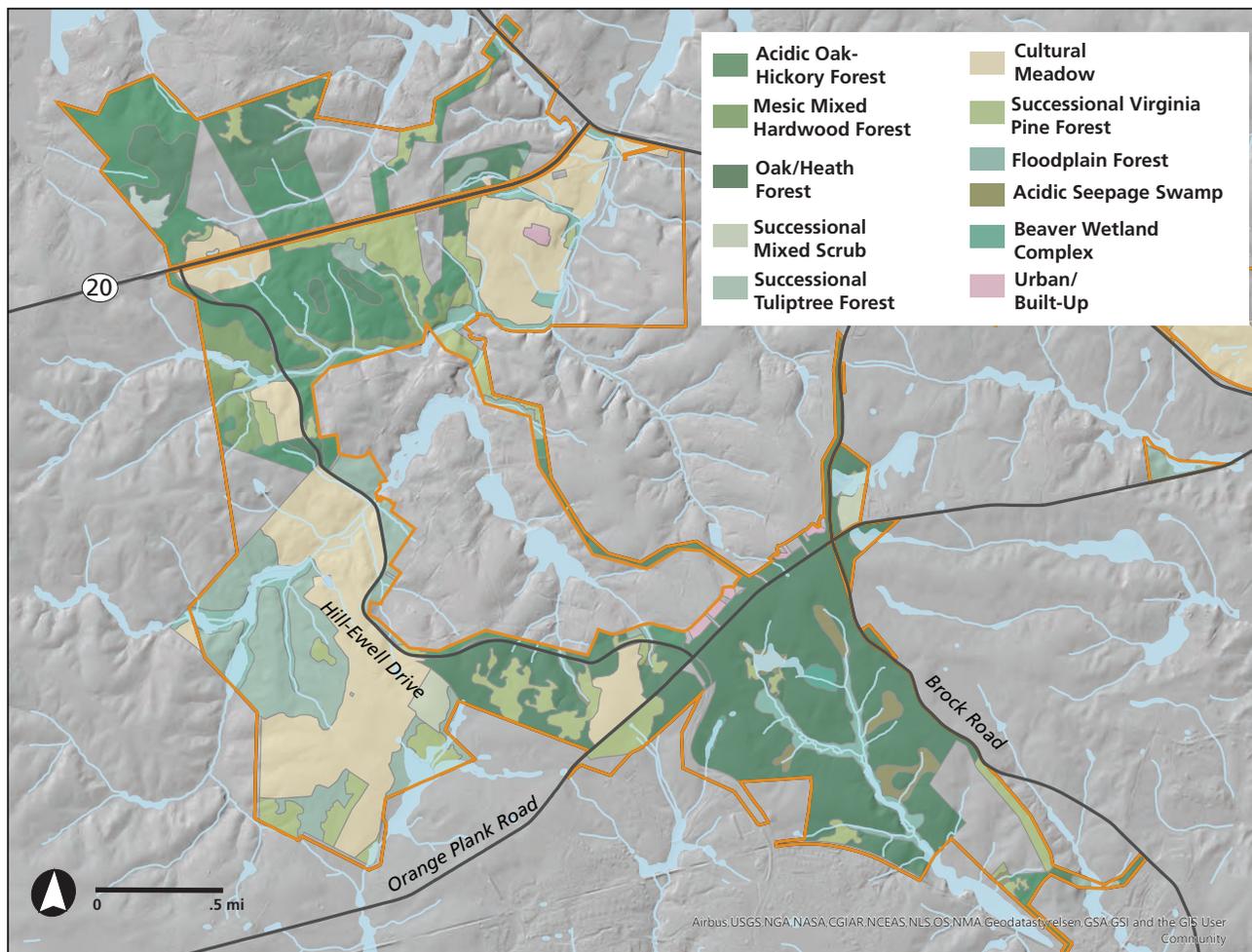
The low hills of the Piedmont are typically dissected by irregular, narrow streams. This is true at Wilderness Battlefield, which is primarily located within the southeastern portion of the Rapidan-Upper Rappahannock River watershed



**Figure 2.7. Major hydrology features at Wilderness Battlefield. Wilderness Run, which splits into north and south branches immediately east of the Federal Line Trail, drains most park land north of Orange Plank Road. (OCLP; Airbus, USGS, NGA, NASA, CGIAR, NCEAS, NLS, OS, NMA, Geodatastyrelsen, GSA, GSI, and the ESRI User Community)**

and drains to the north. Wilderness Run, which flows northeast through Wilderness Battlefield and drains most of the park unit north of Orange Plank Road, is a tributary of the Rapidan River (fig. 2.7). Since 2008, three water quality monitoring stations installed at Wilderness Battlefield by the NPS Mid-Atlantic Inventory and Monitoring Network (MIDN) have captured data about Wilderness Run. In 2014, the Commonwealth of Virginia evaluated Wilderness Run's water quality and determined the stream to be unsuitable for recreational use due to bacterial contamination, likely from septic systems and livestock, among other causes.<sup>8</sup> The area of Wilderness Battlefield south of Orange Plank Road falls immediately within the northern boundary of the Mattaponi River watershed and drains southeast toward that waterway.<sup>9</sup>

In 2008 and 2012, the park's vegetation communities were mapped by the Division of Natural Heritage at the Virginia Department of Conservation and Recreation.<sup>10</sup> The mapping projects identified fifteen distinct vegetation associations at Wilderness Battlefield, including mature deciduous upland and floodplain forests, successional forests, and cultural meadow (fig. 2.8). Mature deciduous upland forest, the most extensive vegetation type identified, accounts for approximately forty-five percent of the area within the unit's legislated boundaries.<sup>11</sup> The mature



**Figure 2.8. Vegetation associations at Wilderness Battlefield, inventoried by the Virginia Department of Conservation and Recreation in 2008 and 2012. (VA DCR; OCLP; Airbus, USGS, NGA, NASA, CGIAR, NCEAS, NLS, OS, NMA, Geodatastyrelsen, GSA, GSI, and the ESRI User Community)**

character of the present-day forest differs from the region’s Civil War-era forest composition, when coppicing related to timber and iron industries resulted in the dense, successional woody growth that contributed to Wilderness Battlefield’s infamy.

Today, areas of mature deciduous forest are primarily found along Constitution Highway and Orange Plank Road. More than five hundred contiguous acres of oak-heath forest exist in an area known as Hamilton’s thicket, on former Catharine Furnace Company land south of the Brock Road-Orange Plank Road intersection. Along Constitution Highway, large swaths of acidic oak-hickory forest stretch northeast and southeast from Saunders Field. Narrow bands of mesic mixed hardwood forest, typically composed of American beech (*Fagus grandifolia*), oaks (*Quercus spp.*), tuliptree (*Liriodendron tulipifera*), and hickories (*Carya sp.*), envelop sections of Wilderness Run and other streams located in the northern portion of Wilderness Battlefield.

Cultural meadow is the second most common vegetation community at Wilderness Battlefield, accounting for more than 830 acres.<sup>12</sup> Comprising agricultural fields cultivated under lease agreement as well as open fields managed by the park to maintain historic landscape character, cultural meadow areas are

Figure 2.9. Cultural meadows at Wilderness Battlefield include cultivated fields and managed grasslands, like this area at Higgeson Farm, looking north, 2020. (OCLP)



especially prevalent along Hill-Ewell Drive and at Ellwood. Aside from fields planted with agricultural crops, these areas typically feature a variety of native and non-native grasses and forbs with few scattered shrubs (fig. 2.9). The park has established some cultural meadow areas by planting native warm-season grasses and maintaining a management practice of prescribed burning. These practices are primarily intended to enhance historic Civil War-era landscape character. However, the creation and preservation of grasslands provides many ecological benefits as well. Cultural meadow areas are especially important to the life cycles of grassland birds including eastern bluebird (*Sialia sialis*), blue grosbeak (*Passerina caerulea*), field sparrow (*Spizella pusilla*), and others that are declining in the US.<sup>13</sup>

Overall, the park's natural resources will be increasingly impacted by the effects of climate change, and management strategies will need to adapt to evolving conditions. Known and potential hazards that have been identified at the park include hotter average days and more very hot days, altered precipitation patterns including increased extreme precipitation, flash floods, increased wildfire frequency, and proliferation of invasive species.<sup>14</sup> These and other man-made environmental stressors will impact the character and condition of the park's natural resources over the coming decades.

#### **FACILITIES MAINTENANCE**

The cultural landscape of Wilderness Battlefield is maintained by park staff responsible for all units of Fredericksburg and Spotsylvania National Military Park. The historic CCC Utility Building north of Saunders Field is actively used as a maintenance garage and equipment storage facility. Maintained landscape

resources at Wilderness Battlefield include park drives, trails, clearings, interpretive waysides, commemorative features, and historic building sites. Most of the land area at Wilderness Battlefield is occupied by woodlands that require relatively little management. Some managed areas of the park are not maintained by park staff, such as agricultural fields cultivated under lease agreement. The nonprofit Friends of Wilderness Battlefield helps to maintain the Ellwood house and grounds.

Typical landscape maintenance activities include regular mowing near the exhibit shelter, the Monument Lot, the Wilderness Tavern site, along the shoulders of park drives, and around interpretive waysides. Saunders Field is managed as meadow with less frequent mowing. There is no active program of historic earthwork maintenance at the park, except for mowing of breastworks at Saunders Field along the eastern edge of Hill-Ewell Drive. The park has determined that leaving trees, shrubs, and leaf litter on earthworks protects them from erosion. Park staff also maintain park drives, including grading of the gravel surface of Jackson Trail West. Major repairs and resurfacing of drives used by the public are undertaken through the Federal Lands Highway Program.

Fredericksburg and Spotsylvania National Military Park has a well-developed NPS Facility Management Software System (FMSS) database that it uses to manage park infrastructure (maintained facilities), establish work orders, and track costs. Maintenance of Wilderness Battlefield's cultural landscape is tracked through one Parent Location: Wilderness Battlefield Area (WBF Area, 4370). Individual Locations (facilities) are organized under Asset Codes for Roads, Parking Areas, Road Bridges, Trails, Maintained Landscapes, Buildings, Water System, Electrical System, Outdoor Sculptures/Monuments/Interpretation, Maintained Archeological Sites that include earthworks, and Interpretive Media. Many of the Locations and Assets, notably building interiors, electrical systems, and water distribution systems, do not contribute to the historic character of the landscape and are not captured in the CLR inventory, and some CLR landscape features are not reflected in the FMSS database.

## **WILDERNESS BATTLEFIELD LANDSCAPE**

Wilderness Battlefield is sacred ground established by Congress as a national military park to preserve and commemorate the place where many sacrificed their lives May 5–7, 1864. Today, the park unit sits within a rapidly developing region along the I-95 corridor. Busy, high-speed public roads dissect the park unit, carrying park visitors as well as residents of adjacent suburban housing subdivisions, which have proliferated throughout the region since the 1960s (fig. 2.10). The cultural landscape at Wilderness Battlefield represents the amalgamation of 1864 battle features with elements of the historic park landscape,

Figure 2.10. The park's Wilderness Tavern site (right), on the south side of Route 3, a high-speed state road that carries 25,000 vehicles daily, 2020. (OCLP)



which was developed between 1927 and 1964. Historic Civil War-era features are relatively inconspicuous in the landscape, and park signage and interpretation resources are generally limited to small markers and waysides along park drives and trails (fig. 2.11).

The boundaries of Wilderness Battlefield are expansive and irregular, reflecting the major movements of the 1864 battle, the original Antietam plan specified in the park's 1927 establishing legislation, and park expansion begun in the 1970s in response to accelerating regional suburban development. The park's primary present-day landholdings are arranged like an east-facing bracket that follows the alignments of Constitution Highway (Route 20), Hill-Ewell Drive, and Orange Plank Road. Narrow strips of park land run along the Federal Line Trail, which connects Constitution Highway to Orange Plank Road approximately three-



Figure 2.11. Historic features at Wilderness Battlefield are generally identified with small markers, such as the historic War Department-designed tablet at Tapp Farm, looking west, 2020. (OCLP)

quarter miles east of Hill-Ewell Drive, and along Brock Road north of the Orange Plank Road intersection (see fig. 2.5).

Most land immediately north, south, and east of Wilderness Battlefield's boundaries has been developed as suburban residential subdivisions. Private homes are visible through thin wooded buffers in several areas of the park. This is especially true along the Federal Line Trail, which is hemmed in from the east by the Forest Walk subdivision and from the west by the Lake Wilderness subdivision. Subdivision entrance roads branch off Hill-Ewell Drive and Orange Plank Road. At the entrance to the Fawn Lake subdivision on Orange Plank Road, a large, conspicuous brick wall and gate structure stands directly opposite the southern entrance of Hill-Ewell Drive. Other adjacent land uses include privately-owned farms as well as woods and fields that have been conserved by park partners or remain open for development.

The following sections provide an overview of Wilderness Battlefield's setting, lands conserved by park partners, and standard features found throughout the park unit. This overview precedes a description of the Wilderness Battlefield landscape, which is organized by major road and trail corridors.

## **SETTING**

The setting of Wilderness Battlefield—the area adjoining the park—is an important aspect of the landscape's existing conditions because of the park's disjointed boundaries, which result in close proximity between park resources and private or other non-park property. Additionally, the Battle of the Wilderness occurred over an area larger than the property contained within the current authorized park boundary, which encompasses more than three thousand acres.

Wilderness Battlefield is located within an unincorporated community straddling the border between Orange County to the west and Spotsylvania County to the east (see fig. 2.1). Positioned along the I-95 corridor approximately fifty miles south of Washington, DC, both counties have experienced substantial population growth over recent decades. As of 2019, Orange County had a population of approximately 37,000, which represented a 10.4% increase since 2010. Over the same period, Spotsylvania County's population grew 11.2% to approximately 136,000. While the two counties have recently grown at similar rates, Orange County, which measures 340.78 square miles and has a population density of 98.2 persons per square mile, retains more rural character than Spotsylvania County, which borders the city of Fredericksburg and includes a segment of I-95. Measuring 401.5 square miles, Spotsylvania County has a population density of 304.9 persons per square mile.<sup>15</sup>

The suburban subdivisions abutting Wilderness Battlefield have higher population densities than the greater region. The Lake Wilderness subdivision is divided into two noncontiguous areas wedged between Brock Road and Hill-Ewell Drive. The subdivision's western area is completely surrounded by park land and has entrance roads off Hill-Ewell Drive and Orange Plank Road. The eastern portion of Lake Wilderness sits immediately west of Brock Road and is bordered to the west by the private Lyons Farm. Overall, Lake Wilderness has a population density of nearly 1,400 persons per square mile.<sup>16</sup> The Lake of the Woods subdivision, which sits north of the park border and east of Germanna Highway (Route 3), has an even greater population density of approximately 1,700 persons per square mile.<sup>17</sup>

Both Lake Wilderness and Lake of the Woods are composed entirely of single-family housing units with median property values of \$249,000 and \$257,000, respectively. Other adjacent suburban developments include Fawn Lake, which sits directly outside Wilderness Battlefield's southern boundary, and Forest Walk, which occupies space between the eastern section of Lake Wilderness and the Federal Line Trail. Overall, these subdivisions are car-dependent and have little or no infrastructure for alternative transportation modes, such as biking.<sup>18</sup>

The presence of dense, car-dependent, suburban communities adjacent to park boundaries exerts major influence on the setting of Wilderness Battlefield. One of the most visible impacts is high traffic volume on park drives and public roads surrounding the park. In 2019, the section of Constitution Highway (Route 20) that runs through Wilderness Battlefield carried 11,000 vehicles per average day, while the segment of Route 3 that runs immediately east of the park unit averaged 25,000 daily vehicles.<sup>19</sup> During the same year, approximately 14,000 drivers per month used the park's Hill-Ewell Drive.<sup>20</sup> This number reflects park visitors as well as residents of Lake Wilderness and other nearby suburban developments.

Visitors to Wilderness Battlefield depend on park drives and public roads to move around the park and must contend with high-speed commuter traffic to do so. The posted speed limit on both Constitution Highway and Plank Road is fifty-five miles per hour and pulling on and off these roads can be difficult, especially for drivers unfamiliar with the area. High traffic volume also impacts the visitor experience at park sites, where traffic noise and visual interference are often present.

Heavy vehicle traffic is not the only way that adjacent suburban developments affect the setting of Wilderness Battlefield. Although the park maintains wooded buffers where possible, homes located near the edges of subdivisions can be seen from park land, especially along Hill-Ewell Drive and the Federal Line Trail. Additionally, during the development of some adjacent subdivisions, streams were dammed to create small lakes as recreational and aesthetic features. Within the western portion of Lake Wilderness, the south branch of Wilderness Run and the

Figure 2.12. Annotated aerial image showing artificial lakes in Lake Wilderness, created by damming the south branch of Wilderness Run and the Widow Tapp Spring Drain. (Google Earth, OCLP)



Widow Tapp Spring Drain, important features of the historic battlefield landscape, were dammed to create three lakes (fig. 2.12). On park land, the waterways continue to follow their historic channels.

Aside from residential subdivisions, land use surrounding the park also includes agriculture. The private Lyons Farm covers approximately 350 acres of former Ellwood plantation land south of Route 3 and east of Wilderness Run. The western half of the farm's land area falls within the park's legislated boundary. This includes the farmstead, which features a complex of modern agricultural structures and is visible from the historic Ellwood fields owned by the park (fig. 2.13). Nearly ten acres of commercial land use, including a gas station and fast-food restaurants, surround the Route 20-Route 3 intersection near the park unit's northeastern corner (fig. 2.14). There are also large tracts of conserved land along the Route 3 corridor, which are described above in the section regarding property ownership.

## SITEWIDE FEATURES

### Signage and Interpretation

A variety of signage and interpretive waysides are found throughout the Wilderness Battlefield unit, primarily along roads, park drives, and trails. Some signs identify important features of the 1864 battle, such as earthworks and building ruins, while others direct visitors to park drives, trails, and facilities. Interpretive waysides feature illustrated panels and text that communicate the history of the Battle of the Wilderness and the battlefield landscape. Existing signage includes historic features dating to specific periods of the park's development as well as non-historic NPS-standard signs and waysides installed since the end of the historic period in 1964.

Figure 2.13. The modern agricultural buildings of the private Lyons Farm are visible from park land at Ellwood, looking east, 2020. (OCLP)



Figure 2.14. Commercial development at the Route 20-Route 3 intersection near the northeast corner of Wilderness Battlefield includes a large gas station and fast-food restaurants, looking west, 2017. (SUNY ESF)



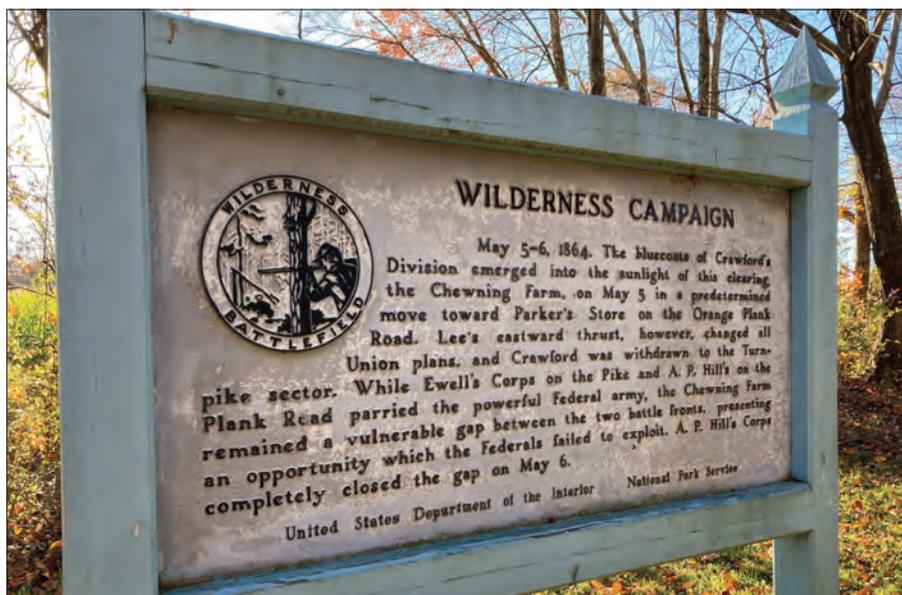
Two primary styles of historic signage exist at Wilderness Battlefield. The earliest of the two styles, implemented in ca. 1935, consists of a modest rectangular painted iron tablet mounted close to the ground on a short post (fig. 2.15). Following a standard War Department design that was used at many national military parks and national cemeteries, signs in this inconspicuous historic style identify earthworks, park drives, and historic sites at Wilderness Battlefield. The iron tablet, which typically faces upward at an approximately forty-five-degree angle, bears the name of the identified feature in white letters. The park maintained this style of sign through the 1960s.

The second historic sign style at Wilderness Battlefield was introduced in ca. 1937 and updated in ca. 1955 during the MISSION 66 era. Signs in this style, which are found throughout Fredericksburg and Spotsylvania National Military Park and are sometimes referred to as “Happel signs”, feature a gray-painted cast-aluminum signboard set in a wooden frame supported by two wooden posts with pointed finials (fig. 2.16). The wooden frames of Happel signs at Wilderness Battlefield

Figure 2.15. Historic War Department-designed iron identification tablet at the north end of Hill-Ewell Drive, 2017. This type of signage was designed during initial park planning and was maintained through the 1960s. The War Department used this historic style at many national military parks and national cemeteries. (SUNY ESF)



Figure 2.16. Historic “Happel sign” along Hill-Ewell Drive, 2020. This style of signage was introduced by the NPS in ca. 1937 and maintained through the MISSION 66-era. (OCLP)



are painted blue gray, a MISSION 66-era color scheme. Signboards are typically inscribed with a short narrative describing the action of the 1864 battle and the significance of specific battlefield sites. Some also display battlefield maps illustrating troop movements. The Happel signs at Wilderness Battlefield feature a circular logo depicting a soldier firing a rifle from behind a tree, while signs at other battlefield units display their own unique emblem. Happel signs were designed to be read from automobiles and are found today primarily along Hill-Ewell Drive.

Non-historic sign styles at Wilderness Battlefield include NPS-standard brown-and-white sheet-metal signs that serve wayfinding purposes (fig. 2.17). These include roadside signs along public roads that direct drivers to the Wilderness Battlefield exhibit shelter, Ellwood, and other park destinations. Each stop on the park's self-guided automobile tour is marked by a sign in this style that features an

Figure 2.17. Non-historic NPS-standard brown-and-white sheet-metal sign identifying the Wilderness Battlefield exhibit shelter on the northern shoulder of Route 20, looking south, 2020. (OCLP)



Figure 2.18. Non-historic sign identifying the Chewning Farm stop on the park's self-guided automobile tour, looking south, 2017. The orange circular graphic on the sign is a depiction of the historic tour stop sign style, which is no longer in use at Wilderness Battlefield. (SUNY ESF)



image of a historic, circular MISSION 66-era tour stop sign (fig. 2.18). All historic circular tour stop signs have been removed from the Wilderness Battlefield landscape. NPS-standard sheet-metal signs also identify park trailheads. Several non-historic interpretive waysides and site markers are also found throughout the park unit. These include waist-high illustrated panels as well as smaller anodized metal signs mounted near ground level, which are located at secondary interpretive sites such as the Wilderness Tavern ruins (figs. 2.19, 2.20).

#### **Automobile Tour Stops**

At Wilderness Battlefield, the park maintains a self-guided automobile tour route with eight stops at important battlefield sites (see fig. 2.3). Including stops along Hill-Ewell Drive as well as public roads, the tour route begins at the site of Grant's Headquarters on the north side of Constitution Highway, approximately one-half

Figure 2.19. Interpretive wayside panel at Tapp Field, 2017. Similar non-historic illustrated panels are found at significant sites throughout Wilderness Battlefield. (SUNY ESF)



mile west of the Route 3 intersection. Visitors then proceed to the second tour stop at the exhibit shelter in the historic Saunders Field clearing, where they can review the shelter's interpretive panels and walk the Gordon Flank Attack Trail. From the exhibit shelter, the tour route turns south onto Hill-Ewell Drive, which features four stops along its length. Starting in the north, stops on Hill-Ewell Drive are located at the southern half of Saunders Field, Higgerson Farm, Chewning Farm, and Tapp Farm. From Hill-Ewell Drive, visitors turn west onto Orange Plank Road to complete the final two stops at the site of Longstreet's Wounding and the Brock Road-Plank Road intersection, where the Vermont Brigade Trail forms a loop through woods south of the intersection.



Figure 2.20. Non-historic anodized metal interpretive sign located on the Gordon Flank Attack Trail where it intersects with the trace of the antebellum Culpeper Mine Road, 2017. Similar signs are found marking significant sites and historic features throughout Wilderness Battlefield. (SUNY ESF)

At each tour stop, signs and waysides identify the site and interpret its significance to the 1864 battle. All tour stops also feature a parking area. Parking areas at the exhibit shelter in Saunders Field and the Brock Road-Orange Plank Road intersection are marked, formal lots with spaces for eight to ten cars. Parking areas at other stops are designed as small pull-offs on road shoulders and typically

Figure 2.21. Automobile tour stop number four at Higgeson Farm on the western shoulder of Hill-Ewell Drive, looking southwest, 2020. Tour stops are identified by non-historic sheet-metal signs and often feature a mown clearing to provide spatial definition. (OCLP)



accommodate two or three cars. Mown clearings at most tour stops typically create spatial definition and surround signs and parking areas (fig. 2.21).

### Earthworks

Earthworks at Wilderness Battlefield are the most tangible remnant of the violent 1864 battle, however most surviving examples are inconspicuously located in wooded areas and obscured by vegetation and leaf litter. Today, the most visible sections of earthworks are located along Hill-Ewell Drive at the western edge of the southern part of Saunders Field, where they run through a mown clearing (fig. 2.22). Earthworks are also visible along the Federal Line Trail and the Gordon Flank Attack Trail, although their appearance is subtle.

Surviving earthworks at Wilderness Battlefield typically consist of a linear berm known as a parapet, originally constructed with debris covered by earth. A ditch may exist along the front side of the parapet where the earth was excavated. During the Civil War, some earthworks were known as “log works” because they used logs to create the parapet, either as core debris or as a supporting wall. Some trenches were protected by an abatis, or a line of downed trees facing the enemy line. Today, most of the surviving earthworks are less than two feet tall, which reflects the decomposition of interior debris over time.

The park has not completed a comprehensive archeological survey or conditions assessment of the Wilderness Battlefield earthworks, and a number may remain unidentified or misidentified. The National Register of Historic Places names seven distinct areas of earthworks at Wilderness Battlefield. North of Constitution Highway are Early’s Works (CS) and Sedgwick’s Works (US) and the Federal VI Corps Works. Immediately south of Constitution Highway are Ewell’s Works (CS) and the Federal Line Works. North of Orange Plank Road are Hill’s Works (CS).

Figure 2.22. The northern section of Ewell's Works are located in a mown clearing along Hill-Ewell Drive at the western edge of Saunders Field, looking east, 2020. They are identified by a historic War Department-style tablet. (OCLP)



South of Orange Plank Road are Hancock's Works (US), which run along both sides of Brock Road.

The remnants of two federal lunettes, or gun pits, also remain at Wilderness Battlefield. They are located in the woods on the south side of Orange Plank Road, southeast of the intersection with Brock Road and consist of a fifty-foot-wide, thirty-foot-deep, curved emplacement with three-foot-high, ten-foot-wide earthen walls.

#### **ORANGE TURNPIKE - CONSTITUTION HIGHWAY (ROUTE 20)**

For many park visitors, the experience of Wilderness Battlefield begins along Constitution Highway (Route 20), a busy, two-lane public road that originates at Route 3 and runs southwest through the park unit for approximately two miles before continuing farther into the Virginia piedmont (fig. 2.23).

Several major park destinations are arranged along this thoroughfare. Grant's Headquarters, the first stop on the park's self-guided automobile tour route, is located on the north side of Constitution Highway, approximately one half-mile west of the Route 3 intersection. Ellwood, a historic antebellum plantation, is reached from a non-historic entry road that meets Constitution Highway about one quarter mile west of Grant's Headquarters. From Ellwood, visitors can follow the Wilderness Crossing Trail to the former site of the Wilderness Tavern along Route 3. Additionally, Wilderness Battlefield's open-air exhibit shelter, which serves as the starting point for many ranger-guided tours and contains battlefield maps and interpretation panels, sits on the north side of Constitution Highway within Saunders Field, approximately one mile west of the Ellwood entrance.

**Figure 2.23. Constitution Highway (Route 20) near the northeast corner of Wilderness Battlefield, looking west, 2017. The brown-and-white signs on the right identify Wilderness Battlefield and Grant's Headquarters, the first stop on the park unit's self-guided automobile tour. (SUNY ESF)**



Along most of its course through Wilderness Battlefield, Constitution Highway follows the Civil War-era alignment of the Orange Turnpike, a toll road that was completed through the Wilderness in 1820. During the Battle of the Wilderness in 1864, this section of the Orange Turnpike became a major front, complemented by a southern front along Orange Plank Road. When the US and Confederate armies clashed at the Orange Turnpike front, only two clearings existed along the road, which primarily ran through dense second-growth woods. Today, these two historic clearings, one to the east at Ellwood and the other to the west at Saunders Field, continue to exist and approximate their historic character.

The remainder of the Constitution Highway corridor through Wilderness Battlefield remains primarily wooded, except for a non-historic clearing of approximately sixteen acres within a private inholding parcel on the south side of Constitution Highway, slightly west of Ellwood. The clearing contains agricultural fields and a private single-family home near the road. Another non-historic single-family home sits within a clearing of approximately three acres on the north side of Constitution Highway, immediately west of Saunders Field. The location of this clearing, which is part of a larger 49.26-acre tract, may have fallen within the historic Civil War-era limits of Saunders Field. The park acquired the tract, which is subject to the life estate of its former owner, in 2014.

Remnants of battle earthworks run through the woods on both sides of Constitution Highway. The Federal Line earthworks proceed south from Constitution Highway to Orange Plank Road and are accompanied by the Federal Line Trail, which runs along the earthworks and allows pedestrians to follow their course. Sedgwick's Works (US), which continue the Federal Line north of Constitution Highway and meet Germanna Highway (Route 3) in the northeast, are inaccessible to visitors due to the ca. 1968 abandonment of the Wright-Humphreys Foot Trail. North of Saunders Field, the Gordon Flank Attack Trail

**Figure 2.24.** The clearing at the Grant's Headquarters automobile tour stop, looking north, 2017. A non-historic interpretation panel is visible near the center of the clearing. (SUNY ESF)



brings visitors in a loop along the maze of Early's Works (CS). On the south side of Constitution Highway, Ewell's Works (CS) run along the western edge of Saunders Field and proceed on a winding southeasterly course toward Orange Plank Road.

The following subsections describe the existing conditions at major locations along Constitution Highway.

#### **Grant's Headquarters**

During the Battle of the Wilderness, US General Grant established his headquarters on a woody knoll immediately north of the former Orange Turnpike (present-day Constitution Highway), near the western edge of the Ellwood clearing. Today, the park maintains a clearing near the site of Grant's headquarters, which is reached from a short path that originates at a pull-off parking area on the north side of Constitution Highway (fig. 2.24). The three-foot-wide path is surfaced with rubber mulch for the first fifty feet before transitioning to compacted earth. A series of interpretive panels arranged along the path and within the clearing engage visitors. As with all automobile tour stops, Grant's Headquarters is identified from the road with a standard NPS brown-and-white sheet-metal sign.

#### **Ellwood**

The antebellum Ellwood plantation is a major visitor destination at Wilderness Battlefield and the subject of a separate Cultural Landscape Report published in 2010.<sup>21</sup> The Ellwood house, which stands on a ridge above Wilderness Run about one quarter mile south of Constitution Highway, is the only extant antebellum structure at Wilderness Battlefield (fig. 2.25). The Stonewall Jackson Arm Monument is located within the Ellwood cemetery, approximately five hundred

Figure 2.25. The Ellwood house, the only extant antebellum structure at Wilderness Battlefield, and the historic grounds, looking southwest, 2020. (OCLP)



Figure 2.26. The Stonewall Jackson Arm Monument sits within the Ellwood cemetery, looking east, 2020. The fields and farmstead of the Lyons Farm inholding are visible in the distance. (OCLP)



feet south of the historic house (fig. 2.26). A short path brings visitors from the house to the cemetery. Most of the 177 acres at Ellwood are open fields cultivated under agricultural lease (fig. 2.27).

#### **Wilderness Crossing Trail and Wilderness Tavern Ruins**

The Wilderness Crossing Trail, created in 2013, connects Ellwood to the Wilderness Tavern site and was developed in partnership with the nonprofit Friends of Wilderness Battlefield. The trail's 1.4-mile out-and-back route begins near the Ellwood house before heading northeast to meet an antebellum Orange Turnpike segment which was bypassed in ca. 1950 and is today known as Brigadier's Way (fig. 2.28). The trail follows the road segment to the east for approximately five hundred feet before veering north to cross Wilderness Run over a wooden bridge (fig. 2.29). The trail's final approach to the former

Figure 2.27. Open fields surrounding Ellwood, which are cultivated under agricultural lease, looking southeast, 2020. The dirt road on the left is a non-historic entry drive. (OCLP)



Wilderness Tavern site runs along the southern shoulder of Lyons Lane, a private road that follows the antebellum alignment of another bypassed Orange Turnpike segment (fig. 2.30). Portions of the trail pass through woods and are surfaced with compacted earth while others follow mown paths through open fields.

The former Wilderness Tavern site is located on the west side of Route 3, where ruins of a tavern dependency are visible. The ruins, primarily the remnants of a hearth, are sheltered by a simple wooden structure and surrounded by a split-rail fence built after the park acquired the site in 1978 (fig. 2.31). Two non-historic waysides interpret the ruins, which sit within an area of mown turf that measures approximately one-half acre. The heavy, high-speed traffic of Route 3 passes less than one hundred feet to the north and a small pull-off area at the edge of the



Figure 2.28. Map of the Wilderness Crossing Trail route between Ellwood and the Wilderness Tavern site, with numbered stops along the way. (NPS, Fredericksburg and Spotsylvania National Military Park)

Figure 2.29. Wilderness Run from the wooden bridge along the Wilderness Crossing Trail, looking south, 2020. (OCLP)



Figure 2.30. The Wilderness Crossing Trail runs for part of its course along the southern shoulder of Lyons Lane (left), a private farm road following the battle-era alignment of the Orange Turnpike, looking northeast, 2020. The trail is highlighted in white. (OCLP)



road allows visitors to briefly park. South of the Wilderness Tavern site, the park owns approximately thirty acres of historic Ellwood land that sits between Route 3 and the private Lyons farm. The land is primarily open fields cultivated under agricultural lease.

#### **Exhibit Shelter**

Near the western boundary of Wilderness Battlefield, the park unit's MISSION 66-era exhibit shelter sits on the northern side of Constitution Highway within the historic clearing of Saunders Field (fig. 2.32). The modern, single-story, open-air structure measures approximately one thousand square feet and contains a series of interpretation panels and maps that orient visitors to the battlefield landscape and its history.

Figure 2.31. The ruins of a Wilderness Tavern dependency are located on the west side of Route 3, looking west, 2020. Lyons Lane, a private road the follows the antebellum alignment of the Orange Turnpike, meets Route 3 near the tavern site. (OCLP)



A paved asphalt parking lot with space for nine cars and one bus sits immediately southwest of the exhibit shelter along Constitution Highway (fig. 2.33). Visitors reach the exhibit shelter from the parking lot by a concrete sidewalk that leads to a small plaza in front of the structure. A reproduced cannon and limber sit in a mown area to the south. Modest ornamental plantings, including Japanese holly (*Ilex crenata*) and flowering dogwood (*Cornus florida*), occupy beds surrounding the exhibit shelter while a grove of mature canopy trees, including willow oak (*Quercus phellos*), red oak (*Quercus rubra*), and red maple (*Acer rubrum*), towers overhead.

Figure 2.32. The Wilderness Battlefield exhibit shelter, looking northeast, 2020. The concrete sidewalk is pictured at center and the edge of the parking lot is visible to the right. (OCLP)



**Figure 2.33. The Wilderness Battlefield exhibit shelter parking lot, looking southwest, 2020. (OCLP)**



#### **Gordon Flank Attack Trail**

The Gordon Flank Attack Trail (formerly the Early Foot Trail) originates at the exhibit shelter. Consisting of a 1.9-mile loop, the trail passes through Saunders Field before running along the maze of Confederate and US earthworks in the woods to the north. Most of the rustic trail's length is surfaced with compacted earth, however the non-historic segments through Saunders Field are surfaced with rubber mulch (fig. 2.34). The trail connects to the exhibit shelter's concrete plaza and sidewalk.

The 140<sup>th</sup> New York Infantry Monument, a granite slab commemorating a unit of Warren's 5<sup>th</sup> Corps, stands on the north side of the Gordon Flank Attack Trail within Saunders Field, approximately three hundred feet west of the exhibit shelter (fig. 2.35). The segment of the trail north of the exhibit shelter follows the alignment of a historic maintenance road that leads to the CCC utility building, a



**Figure 2.34. A section of the Gordon Flank Attack Trail surfaced with compacted earth, in the woods north of Saunders Field, 2017. (SUNY ESF)**

**Figure 2.35. 140<sup>th</sup> New York Infantry Monument along segment of Gordon Flank Attack Trail in Saunders Field, looking west, 2017. (SUNY ESF)**



**Figure 2.36. The CCC Utility Building, looking north, 2017. The historic structure remains in use as a park maintenance facility. (SUNY ESF)**



historic structure that serves today as a park maintenance facility and is located in the woods approximately seven hundred feet north of Constitution Highway (fig. 2.36).

### **Saunders Field**

Saunders Field, a clearing of approximately forty acres, is maintained by the park as an open meadow containing a variety of native and nonnative grasses and shrubs (fig. 2.37). During the Battle of the Wilderness in 1864, the first shots were fired in Saunders Field, which grew up in woods in the decades following the battle. Between 1933 and 1941, CCC camp NP-24 was established in the northern part of Saunders Field, northeast of the present-day site of the exhibit shelter. Archeological remains of the camp, including building footprints and a set of large horizontal concrete letters, are still visible when meadow vegetation is sparse (fig.

Figure 2.37. View across Saunders Field from eastern shoulder of Hill-Ewell Drive, looking northeast, 2020. The Wilderness Battlefield exhibit shelter is visible in the distance on the left. (OCLP)



Figure 2.38. 2013 aerial photograph showing traces of CCC camp NP-24, which was located in the northern portion of Saunders Field from 1933 to 1941. (Google Earth, OCLP)



2.38). In the 1980s, the park cleared Saunders Field to its current extent, which approximates its Civil War-era dimensions.

The portion of Saunders Field south of Constitution Highway measures approximately twenty-five acres and contains no monuments, structures, or interpretive features, except on its western edge, where sections of Ewell's Works (CS) extend through an area of mown grass (fig. 2.39). Immediately to the west, Hill-Ewell Drive runs parallel to the works, which are reached by a short rubber-mulch path that connects to a small parking area on the east side of the park drive (fig. 2.40). This location, the third stop on the park's automobile tour, is marked by historic signs and commemorative features, including a bronze compass disc and reproduction cannon installed in ca. 1965, the 1927 Battle of the Wilderness United Daughters of the Confederacy marker (moved to its current location in 1968), and a bronze War Department identification tablet installed in the 1930s

Figure 2.39. Ewell’s Works, looking southeast, 2020. The northern section of the Confederate works are located in a clearing along Hill-Ewell Drive at the western edge of Saunders Field. (OCLP)



Figure 2.40. A rubber-mulch path leads to Ewell’s Works from a parking area on the eastern shoulder of Hill-Ewell Drive, looking east, 2020. (OCLP)



(fig. 2.41). Looking east from the elevated position of the works today, visitors are offered a sweeping view of Saunders Field similar to the one that Ewell’s 2<sup>nd</sup> Corps encountered on May 5, 1864 (see fig. 2.37).

#### **HILL-EWELL DRIVE**

Hill-Ewell Drive, completed by the National Park Service in 1937, is a twenty-foot-wide, winding, asphalt drive that runs approximately three miles between Constitution Highway and Orange Plank Road along the primary line of Confederate earthworks built during the 1864 battle. Following a standard design that was implemented elsewhere in Fredericksburg and Spotsylvania National Military Park, the two-way drive is unstriped and features a gently-curving alignment that is flanked by turf shoulders along some portions of its length (fig. 2.42). The park maintains areas of mown grass at the drive’s intersections with

Figure 2.41. A bronze directional compass, front, and the UDC marker, back, are located in the clearing near the northern end of Hill-Ewell Drive, on the western edge of Saunders Field, looking south, 2020. (OCLP)



Figure 2.42. Hill-Ewell Drive, the primary park drive at Wilderness Battlefield, looking north, 2020. (OCLP)



Constitution Highway to the north and Orange Plank Road to the south (fig. 2.43). Remnants of Confederate breastworks are visible in these clearings while other discontinuous earthwork sections are obscured by woods along Hill-Ewell Drive's length (fig. 2.44).

Historic infrastructure features along Hill-Ewell Drive provide drainage, protect specimen trees, and carry the park drive over the north and south branches of Wilderness Run. Dozens of culverts and stone-lined drainage ditches sit along the roadbed to move stormwater off and across the drive (fig. 2.45, 2.46). Culverts feature rectangular ashlar stone headwalls. Today, twenty-two historic culverts and four stone-lined drainage ditches remain in place. Additionally, more than two dozen stone-lined tree rings protect specimen trees in areas of mown grass along the drive's shoulders (fig. 2.47).

Figure 2.43. Hill-Ewell Drive's north entrance off Constitution Highway (Route 20), looking southeast, 2017. The park maintains a clearing on the east side of the road (left), where reproduction artillery, historic commemorative features, and Confederate earthworks are located. (SUNY ESF)



Figure 2.44. Sections of Confederate earthworks are visible from the north end of Hill-Ewell drive in clearings to the east, 2020. (OCLP)



Figure 2.45. Historic stone ashlar culvert headwall at the edge of Hill-Ewell Drive, 2017. Twenty-two historic culverts, constructed by the CCC in the 1930s, remain in place along Hill-Ewell Drive today. (SUNY ESF)



**Figure 2.46.** Historic stone-lined drainage ditch along the edge of Hill-Ewell Drive, 2017. Today, four sections of historic ditches remain in place along the park drive. (SUNY ESF)



Hill-Ewell Drive crosses the south branch of Wilderness Run over a thirty-foot-wide, one-hundred-foot-long stone arch bridge constructed by CCC enrollees in the 1930s (fig. 2.48). At the north branch of Wilderness Run, an earthen causeway and concrete box culvert supported by stone retaining walls carry the park drive over the waterway (fig. 2.49). Wilderness Battlefield's only existing picnic area, originally constructed by the CCC in the 1930s, sits immediately north of this crossing on the east side of Hill-Ewell Drive. The picnic area serves as a trailhead for the Federal Line

Trail, which approaches from the northeast. The trail also meets Hill-Ewell Drive at a separate trailhead approximately five hundred feet to the north.

The Lake Wilderness residential subdivision sits immediately east of Hill-Ewell Drive, occupying the area between the north branch of Wilderness Run and Orange Plank Road to the south. Along most of the park drive's length, suburban lots at the edge of Lake Wilderness are screened by a thin buffer of woods (fig. 2.50). Approximately one-quarter mile north of the south branch of Wilderness Run, a subdivision entrance road meets Hill-Ewell Drive from the east.



**Figure 2.47.** Historic tree ring on the shoulder of Hill-Ewell Drive, 2017. Today, more than two dozen remain in place along the park drive. (SUNY ESF)

Figure 2.48. Historic stone arch bridge that carries Hill-Ewell Drive over the south branch of Wilderness Run, 2017. (SUNY ESF)



Figure 2.49. Historic concrete box culvert and stone retaining wall that support the earthen causeway that carries Hill-Ewell Drive over the north branch of Wilderness Run, 2017. (SUNY ESF)



Along its route, Hill-Ewell Drive passes several significant 1864 battle sites, including Higerson Farm, Chewning Farm, and Tapp Farm. These sites are all located on the drive's western side and correspond to stops on the park's self-guided automobile tour, which are marked by NPS-standard signage and feature small pull-off parking areas (fig. 2.51). The following subsections describe the existing conditions at these Civil War-era farms and other park sites along Hill-Ewell Drive.

#### **Picnic Area**

Following Hill-Ewell Drive south from Saunders Field for approximately one-half mile, visitors come upon the only designated picnic area at Wilderness Battlefield. The picnic area, originally constructed by the CCC in ca. 1934, contains three non-historic wooden picnic tables in a small clearing in the woods on the

Figure 2.50. Private homes at the edge of the Lake Wilderness subdivision are visible from Hill-Ewell Drive, looking east, 2020. (OCLP)



Figure 2.51. Hill-Ewell Drive, the primary park drive at Wilderness Battlefield, looking south, 2020. Signage at the Chewning Farm automobile tour stop is visible on the opposite side of the road. (OCLP)



eastern side of the drive (fig. 2.52). The drive's crossing over the north branch of Wilderness Run is located immediately to the south. A rustic parking area surfaced with gravel and compacted earth serves picnic area visitors and hikers on the Federal Line Trail, for which the picnic area doubles as a trailhead (figs. 2.53, 2.54). Split-rail fences and wooden bollards lining the parking area are non-historic features added after the picnic area was renovated in 1976.

### Higgerson Farm

Approximately one quarter mile south of the picnic area, a non-historic farm lane meets Hill-Ewell Drive from the west and extends into the historic Higgerson Farm (fig. 2.55). Today, the historic farm consists of three clearings separated by thin wooded margins. Altogether, the clearings total approximately fifteen acres, a considerable reduction from the farm's Civil War-era extent of approximately

Figure 2.52. Picnic tables at picnic area on the eastern side of Hill-Ewell Drive, looking north, 2020. (OCLP)



Figure 2.53. Parking for picnic area on eastern side of Hill-Ewell Drive, looking east, 2020. (OCLP)



Figure 2.54. Picnic area entrance and trailhead for Federal Line Trail, looking north, 2020. (OCLP)



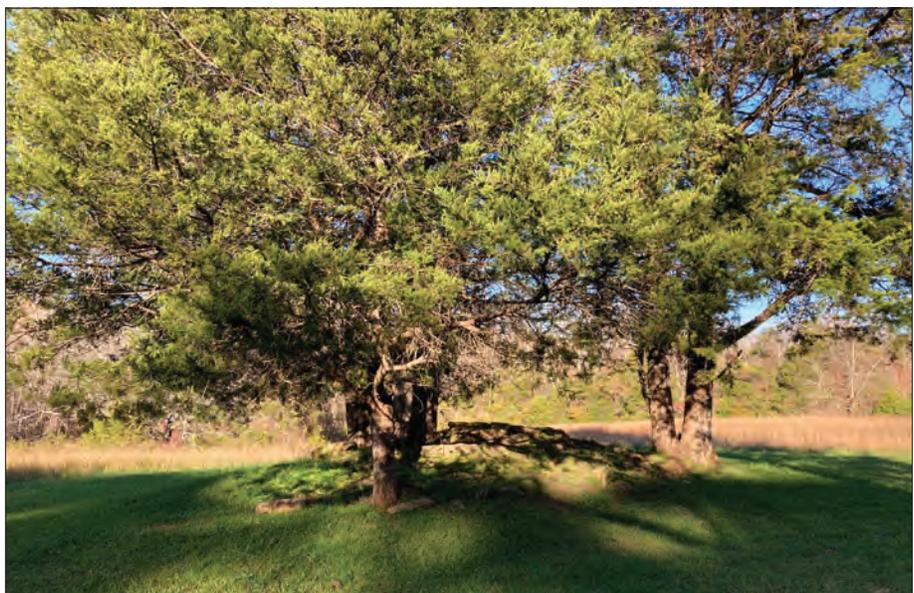
eighty acres. The non-historic lane that leads into the farm from Hill-Ewell Drive was created in ca. 1933, after the park began construction of the park drive. The lane replaced the farm's Civil War-era entrance road, which met the Orange Turnpike (Constitution Highway) to the north. The westernmost segment of the existing farm lane, which leads to the ruins of the antebellum Higginson House, may follow a portion of the historic farm road's alignment.

The Higginson House ruins consist of a mounded pile of stones that once constituted the chimney of the historic one-and-one-half story farmhouse (fig. 2.56). The ruins are surrounded by a handful of cedar trees while an allee of cedar trees flanks the eastern half of the non-historic farm lane. A pull-off area on the western side of Hill-Ewell Drive allows visitors to park while exploring Higginson Farm. A standard NPS brown-and-white sheet-metal sign on the shoulder of Hill-Ewell drive identifies the farm as the fourth stop on the park's automobile

**Figure 2.55. Higginson Farm lane, looking west, 2020. The partially historic lane leads from Hill-Ewell Drive to the Higginson Farm House ruins. (OCLP)**



**Figure 2.56. Higginson Farm House ruins, looking northwest, 2020. (OCLP)**



tour route. Historic and non-historic signs and interpretation waysides provide additional information to visitors. The Higginson Farm fields are cultivated today under agricultural lease.

#### **Jones Field**

Approximately one quarter mile south of the Higginson Farm tour stop on Hill-Ewell Drive lies Jones Field, a historic clearing of approximately fifty-five acres that is cultivated today under agricultural lease. In 1864, the clearing was part of Ellwood and was located near the plantation's western boundary. The antebellum clearing may have been slightly smaller than the farm's existing extent, and likely included land on the east side of Hill-Ewell Drive. The south branch of Wilderness Run flows near the southern, wooded edge of Jones Field. A narrow buffer of mature trees runs between Jones Field and Hill-Ewell Drive, screening most views from the road to the clearing. Visitors are currently unable to reach Jones Field, which is cultivated under agricultural lease.

#### **Chewning Farm**

The fifth automobile tour stop at Wilderness Battlefield is located at Chewning Farm, approximately one-half mile south of Jones Field. From the pull-off parking area on the west side of Hill-Ewell Drive, a non-historic farm lane leads visitors through cultivated fields to the Chewning House site, which sits atop a ridge near the center of the 277-acre clearing (figs. 2.57, 2.58). The historic Chewning House was destroyed by fire in 1947 and the house site has become colonized by a variety of successional trees and shrubs that obscure the pile of remaining stones. Two interpretive panels are located at the edge of the house site and share the history of Chewning Farm and its role in the Battle of the Wilderness. The Chewning Farm lane passes the house site and continues south to meet the historic alignment of the antebellum Parker's Store Road. A significant feature of the 1864 battle, today Parker's Store Road is a farm track that provides access to the Chewning Farm fields from Orange Plank Road to the south.

#### **Tapp Farm and the Monument Lot**

From Chewning Farm, Hill-Ewell Drive curves to the southeast following A.P. Hill's Works (CS), which run through the woods along the north side of the drive. Slightly more than one mile down the road, visitors arrive at the pull-off parking area for Tapp Farm, the sixth stop on the automobile tour. The Tapp Field Trail meets the parking area and brings visitors south along a .6-mile loop through the historic farm clearing, which became the site of Confederate General Robert E. Lee's headquarters during the 1864 battle (fig. 2.59). The trail is surfaced with compacted earth except at its northern end, where a fifty-foot section is paved with rubber mulch (fig. 2.60).

Figure 2.57. Chewning Farm lane passing through cultivated fields on the way to the Chewning House site, looking south, 2020. (OCLP)



Figure 2.58. Chewning House site, looking southwest, 2020. (OCLP)



Figure 2.59. Tapp Farm from the Tapp Field Trail, looking west, 2020. (OCLP)



Approximately eight hundred feet south of Hill-Ewell Drive, the Tapp Field Trail crosses the site of Poague’s Battery, which is marked by a line of tall grasses and other herbaceous vegetation (fig. 2.61). On the other side of the line, the trail splits into two branches, one heading southwest to the Widow Tapp house site and the other southeast to the Monument Lot beside Orange Plank Road. The Widow Tapp house site is located on a low ridge at the western edge of the clearing. No physical evidence remains of the antebellum, one-and-one-half story log home that stood in this location in 1864. An interpretive wayside shares the history of the house site with visitors.

The Monument Lot is a tract of approximately one acre at the eastern edge of Tapp Farm that was set aside for battle commemoration in 1892, nearly four decades before the creation of Fredericksburg and Spotsylvania National Military Park. Commemorative features at the Monument Lot are dedicated to members

**Figure 2.60.** The northern section of the Tapp Field Trail is paved with rubber mulch for approximately fifty feet before transitioning to compacted earth, looking south, 2020. A pair of interpretive waysides are located on the trail where the paving material changes. (OCLP)



**Figure 2.61.** The line of Poague’s Battery at Tapp Farm, looking north, 2020. (OCLP)



Figure 2.62. The Monument Lot, looking northeast, 2020. The “Lee-to-the-Rear” monument is visible to the right along Orange Plank Road and the 1st Texas Infantry Monument is pictured to the left. (OCLP)



of the Confederate 1<sup>st</sup> Texas infantry regiment. These include the Lee-to-the-Rear Stone, an uninscribed white field quartz boulder that marks the former gravesites of approximately forty regiment soldiers, now interred at Fredericksburg Confederate Cemetery (fig. 2.62). The “Lee to the Rear” Texans Monument, a thirty-inch-tall stone marker, sits at the eastern edge of the lot along Orange Plank Road. Finally, the 1<sup>st</sup> Texas Infantry Monument is an inscribed rectangular red granite shaft measuring eight feet high. The Monument Lot is shaded by a grove of mature oak, hickory, pine, and cedar.

The two branches of the Tapp Field Trail reconvene near the clearing’s southern end. Two interpretive waysides stand at the intersection of the branches. From the intersection, the trail continues southwest to a small parking area off Orange Plank Road, passing several pieces of reproduction artillery along the way (fig. 2.63). Visitors parked at Hill-Ewell Drive can follow the loop of the Tapp Field Trail to return to their car and proceed south along the tour route to Orange Plank Road.

#### **LONGSTREET DRIVE (FAWN LAKE EXIT ROAD)**

At the southern end of Hill-Ewell Drive, an imposing, non-historic, brick structure stands on the opposite side of the Orange Plank Road intersection (fig. 2.64). The structure serves as the primary access gate to Fawn Lake, a private residential subdivision abutting Wilderness Battlefield to the south. Fawn Lake’s exit road, which passes through the gate directly across from Hill-Ewell Drive, follows the historic alignment of Longstreet Drive, a former park drive that once complemented Hill-Ewell Drive (fig. 2.65). Completed in 1935, Longstreet Drive ran south from Orange Plank Road to a turnaround slightly north of the historic Fredericksburg & Gordonsville Railroad corridor (later the Virginia Central Railway). In 1989, the park alienated Longstreet Drive as part of an agreement with the developers of Fawn Lake.

Figure 2.63. Reproduction artillery near southern end of Tapp Farm, looking southeast, 2020. (OCLP)



Figure 2.64. Non-historic Fawn Lake entrance gate, looking west, 2017. (SUNY ESF)



Figure 2.65. The former Longstreet Drive, present-day Fawn Lake exit road, looking west, 2017. (SUNY ESF)



Today, the park holds conservation easements on the Confederate earthworks that run along both sides of the former Longstreet Drive, which remains within the park's legislated boundary. Additionally, several historic park infrastructure features, including stone-lined tree rings and culverts, remain in place along the historic drive's alignment (fig. 2.66). However, the historic drive is managed as a private road by the Fawn Lake subdivision.

### **FEDERAL LINE TRAIL**

On the northern side of Orange Plank Road, directly across from the Longstreet Wounding site, the southern trailhead for the Federal Line Trail (formerly the Warren-Wadsworth Foot Trail) is marked by two wooden bollards and several boulders arranged along the road shoulder. Historically, a small pull-off parking area on this side of the road served the trailhead, however the parking area was removed in 2006 when the Longstreet Wounding site parking area was expanded and formalized. Visitors who arrive by car to hike the Federal Line Trail from the southern trailhead must first cross Orange Plank Road, which does not currently feature a formal pedestrian crossing.

At 3.6 miles one-way, the Federal Line Trail is the longest trail at Wilderness Battlefield. The rustic trail winds through woods between Constitution Highway and Orange Plank Road, following the primary Federal line constructed during the Battle of the Wilderness, which runs roughly parallel to the Confederate line, approximately one-half mile to the west (fig. 2.67). Remnants of US earthworks, typically obscured by leaf litter and understory vegetation, are located beside the trail along its course. Wooden footbridges, originally built by CCC enrollees, carry the Federal Line Trail over the north and south branches of Wilderness Run (fig. 2.68). At other points along the way, sets of log steps and stepping-stones allow pedestrians to traverse natural features.



Figure 2.66. Historic stone-faced culvert headwall along the former Longstreet Drive, looking east, 2017. (SUNY ESF)

For most of its length, the Federal Line Trail runs through a narrow strip of park land wedged between the Lake Wilderness and Forest Walk subdivisions. Suburban houses at the edges of these subdivisions are visible from the trail. Approximately three hundred feet south of Constitution Highway, the Federal Line Trail splits toward the southwest, where a non-historic segment meets Hill-Ewell Drive at two trailheads, one of which is located at the park’s only designated picnic area. Visitors wishing to hike the Federal Line Trail typically park at the picnic area or the Longstreet Wounding parking area. Historically, there was also a parking area at the Constitution Highway trailhead, but it was removed after the 1968 widening of the state road.

**Figure 2.67. A section of the Federal Line Trail, looking south, 2017. (SUNY ESF)**



**Figure 2.68. Wooden footbridge carrying the Federal Line Trail over the north branch of Wilderness Run, looking north, 2017. (SUNY ESF)**



---

## **ORANGE PLANK ROAD AND BROCK ROAD**

Orange Plank Road was the major southern front in the Battle of the Wilderness. The stretch of road that runs through Wilderness Battlefield passes through a wooded corridor that falls within the park's fee boundary, however the state holds a right-of-way and maintains the road. In 1864, the Orange Plank Road corridor was also wooded, although the character of today's mature deciduous forest does not resemble the dense, successional growth of the Civil War-era woods. Along Orange Plank Road, two historic commemorative features, the Nance Monument and Wadsworth Memorial, are dedicated respectively to Confederate and Union commanders who were killed at this front. Longstreet's Wounding site, the seventh stop on the park's automobile tour, is located at the road's edge, east of the commemorative features.

Continuing northeast on Orange Plank Road, visitors drive toward the Brock Road intersection, approximately one quarter mile from Longstreet's Wounding site. The eighth and final tour stop is at the intersection, where several commemorative features are located. A formal parking area on the east side of Orange Plank Road, just before the intersection, serves the Vermont Brigade Trail. The trail follows a loop through the woods immediately south of the intersection and passes the Vermont Brigade Monument and the 12<sup>th</sup> New Jersey Regiment Monument. From the parking area, visitors can also explore the clearing on the south side of the Brock Road-Orange Plank Road intersection, which contains a MISSION 66-era directional compass.

Hancock's Works (US) run along both sides of Brock Road, stretching for more than five miles from the former Germanna Plank Road intersection in the north to Jackson Trail West in the south. A segment of the works is visible along the west shoulder of Brock Road from the Vermont Brigade Trail and the intersection clearing. North of the Brock Road-Orange Plank Road intersection, the Alexander Hays Memorial stands along the line of Hancock's Works in a clearing on the west side of the wooded Brock Road corridor.

### **Nance Monument**

The intersection of Hill-Ewell Drive and Orange Plank Road is located approximately one quarter mile east of the Tapp Farm tour stop. From the intersection, visitors wishing to visit the Nance Monument must temporarily leave the tour route by turning right to head southwest onto Orange Plank Road. The Nance Monument, which marks the approximate death site of Confederate Colonel James Nance, is a two-and-a-half-foot-high, two-foot-wide, rough-cut, stone monolith with an incised inscription (fig. 2.69). The monument is located on the eastern shoulder of Orange Plank Road, approximately five hundred feet from the Hill-Ewell Drive intersection. There is no parking area near the monument and the road shoulder is relatively narrow, making the feature difficult to visit.

**Figure 2.69. Nance Monument, located on the eastern shoulder of Orange Plank Road, looking southwest, 2006. (NPS)**



#### **Wadsworth Memorial**

The Wadsworth Memorial, which stands in the woods on the west side of Orange Plank Road, northeast of the Hill-Ewell Drive intersection, is easier to visit than the Nance Monument. Served by a small pull-off parking area on the road shoulder, the memorial was historically part of the park's automobile tour route but is no longer listed as an official stop. The memorial marks the location where Union Brigadier General Wadsworth was killed in action during the Battle of the Wilderness. It consists of an eight-and-a-half-foot-high, five-and-a-half-foot-wide, rubble stone column with a rectangular bronze tablet affixed to the south face (fig. 2.70).

#### **Longstreet's Wounding**

Slightly more than one third of a mile northeast of Hill-Ewell Drive, the Longstreet Wounding site parking area is located on the eastern side of Orange Plank Road (fig. 2.71). The shoulder pull-off contains space for approximately five cars and is bordered by a brick sidewalk along its eastern edge. The seventh stop on the automobile tour, the site features three interpretive waysides that share the story of Confederate General Longstreet, who was seriously wounded by friendly fire



**Figure 2.70. Wadsworth Memorial, looking north, 2017. (SUNY ESF)**

Figure 2.71. Longstreet's Wounding parking area, looking southwest, 2017. (SUNY ESF)



as he rode his horse down Orange Plank Road at the head of his troops on May 6, 1864.

#### **Vermont Brigade Trail**

The Vermont Brigade Trail parking area, which has space for eight cars on the east side of Orange Plank Road, sits approximately two hundred feet west of the Brock Road-Orange Plank Road intersection (fig. 2.72). The trail is surfaced with rubber mulch and consists of a .4-mile loop through the woods south of the intersection. The Vermont Brigade Monument, a four-foot-high, eight-foot-wide granite sculpture sitting on a short rectangular base, is located along the trail, approximately six hundred feet south of Orange Plank Road (fig. 2.73). The historic monument, installed in 1942, commemorates the Vermont Brigade of the Union 6<sup>th</sup> Corps, many of whom were killed while fighting in the surrounding woods. The trail also passes the historic 12<sup>th</sup> New Jersey Regiment Monument, a four-foot-tall, rough-cut stone monolith with a bronze plaque affixed to its northern face. Beside the historic monument sits a historic two-foot-tall, stone rededication marker, installed in 1964 (figs. 2.74, 2.75). Both the monument and rededication marker stand at the edge of the clearing on the southwest side of the Brock Road-Orange Plank Road intersection.

#### **Brock Road-Orange Plank Road Intersection**

The park maintains areas of mown grass on all four sides of the Brock Road-Orange Plank Road intersection (2.76). The clearing on the southwest side of the intersection, which is accessible from the Vermont Brigade Trail, contains one of two MISSION 66-era directional compasses located at Wilderness Battlefield. Its companion is located along Hill-Ewell Drive near the western edge of Saunders Field. The bronze compass disc is approximately two feet wide and features the

Figure 2.72. Vermont Brigade Monument parking area, looking northeast, 2017. (SUNY ESF)



Figure 2.73. Vermont Brigade Monument, looking southwest, 2017. (SUNY ESF)



direction and distance of several important locations related to the Battle of the Wilderness and the broader Civil War conflict (fig. 2.77). The compass is set on a raised stone pedestal about one foot high. The pedestal is surrounded by a ring of flagstone paving.

#### **Hays Monument**

The General Alexander Hays Monument, an upright nine-foot-tall cannon tube mounted on a granite pedestal, stands in a clearing in the woods on the west side of Brock Road, approximately one quarter mile north of the Brock Road-Orange Plank Road intersection (fig. 2.78). The 1905 monument is dedicated to the Union General Hays, who was killed in action in the woods slightly west of the monument's location. It is surrounded by a historic, circular, black metal picket fence. The monument is visible from the road, and visitors wishing to stop may

Figure 2.74. (left) 12th New Jersey Regiment Monument, looking south, 2017. (SUNY ESF)



Figure 2.75. (right) 12th New Jersey Monument rededication marker, looking south, 2017. (SUNY ESF)



Figure 2.76. Brock Road-Orange Plank Road intersection, looking northeast, 2020. (OCLP)



park their cars on the shoulder, although space is limited and there is no formal parking pull-off.

### **GERMANNA PLANK ROAD - GERMANNA HIGHWAY (ROUTE 3)**

Slightly more than one-and-one-half mile north of its intersection with Orange Plank Road, Brock Road meets Germanna Highway (Route 3). During the Civil War era, the stretch of Germanna Highway east of Wilderness Run was a segment of the Orange Turnpike. West of Wilderness Run, present-day Germanna Highway follows the alignment of the antebellum Germanna Plank Road, which historically crossed Wilderness Run before proceeding southeast through Catharine Furnace Company Property to meet Orange Plank Road. In ca. 1921, the section of Germanna Plank Road from Wilderness Run to Orange Plank Road was abandoned, except for a short segment which became a farm road through

Figure 2.77. MISSION 66-era directional compass at the Brock Road-Orange Plank Road intersection, looking east, 2017. (SUNY ESF)



Figure 2.78. Hays Monument, looking west, 2017. (SUNY ESF)



the Link Farm, historically park of Ellwood. Today, the trace of the antebellum Germanna Plank Road is visible from the park's Wilderness Crossing Trail (fig. 2.79). Additional traces exist on former Catharine Furnace Company property conserved by the American Battlefield Trust east of Brock Road and north of Orange Plank Road.

Today, Germanna Highway is a busy, four-lane state road that passes immediately north of the Wilderness Tavern site and wooded park land north of present-day Constitution Highway, covering historic areas of Ellwood and Woodville. During the historic period of park development, the Wright-Humphreys Foot Trail crossed Germanna Highway near Wilderness Battlefield's present-day northern boundary and continued along a section of Sedgwick's Works (US) north of the state road. In ca. 1968, the park abandoned the Wright-Humphreys Foot Trail. In 1973, the park alienated most of its land north of Route 3 except for a small

Figure 2.79. Germanna Plank Road trace (highlighted in white, flanked by trees) from the Wilderness Crossing Trail along Lyons Lane, looking southeast, 2020. (SUNY ESF)



wooded parcel of approximately three acres immediately north of the road. Park visitors do not presently have access to this parcel.

#### **JACKSON TRAIL (WEST)**

From the Brock Road-Orange Plank Road intersection, park visitors may choose to travel to Chancellorsville Battlefield along Jackson Trail, a park drive completed in 1943 as a narrow gravel road through woods and open fields (fig. 2.80). Intended to evoke the character of the Civil War-era landscape, Jackson Trail accommodates automobile traffic with a speed limit of twenty-five miles-per-hour. The park drive is divided into east and west segments on either side of Brock Road. The northern portion of Jackson Trail (West) is located within the Wilderness Battlefield park unit, while the remainder of the drive's western segment and the entirety of its eastern counterpart fall within the Chancellorsville Battlefield unit. Surviving sections of Hancock's Works (US) are located in the woods along the segment of the drive within the Wilderness Battlefield unit.

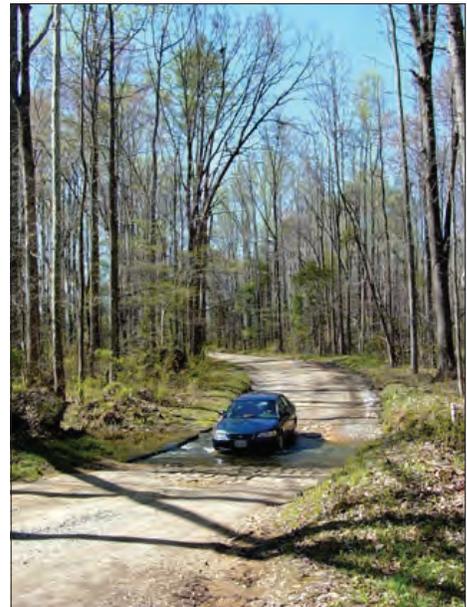


Figure 2.80. Jackson Trail West, a gravel-surfaced park drive that connects to the southern end of the Wilderness Battlefield park unit, date unknown. (NPS)

**ENDNOTES, EXISTING CONDITIONS**

- 1 “An Act to establish a national military park at and near Fredericksburg, Virginia. . .”, 44 Stat. 1091, approved February 14, 1927; 16 U.S.C. Section 425, in Zenzen, 431; Mahan, Carolyn G. and John A. Young, “Natural Resource Condition Assessment for Fredericksburg and Spotsylvania National Military Park”, National Park Service, 2015, 5.
- 2 National Park Service, IRMA Portal, “Year-to-Date Report,” December 2019, and “Year-to-Date Report,” December 2020, <https://irma.nps.gov/STATS/Reports/Park/FRSP> (accessed May 18, 2021).
- 3 Spotsylvania County Virginia, GIS Portal, Parcel View, [https://gis.spotsylvania.va.us/spotsylvania/#/mw/?location=-77.717214\\_38.324206&zoom=15](https://gis.spotsylvania.va.us/spotsylvania/#/mw/?location=-77.717214_38.324206&zoom=15) (accessed May 19, 2021).
- 4 US Department of the Interior, National Park Service, “Foundation Document: Fredericksburg and Spotsylvania National Military Park” (2013), 6.
- 5 Mahan, Carolyn G. and John A. Young, *Fredericksburg and Spotsylvania National Military Park Natural Resource Condition Assessment* (Fort Collins, Colorado: National Park Service, 2015), 84.
- 6 Commission for Environmental Cooperation, “Ecological Regions of North America” (2006) , [https://gaftp.epa.gov/EPA-DataCommons/ORD/Ecoregions/cec\\_na/NA\\_LEVEL\\_III.pdf](https://gaftp.epa.gov/EPA-DataCommons/ORD/Ecoregions/cec_na/NA_LEVEL_III.pdf)
- 7 Thornberry-Ehrlich, T., *Fredericksburg and Spotsylvania County Battlefields Memorial National Military Park: Geologic Resources Inventory Report* (Fort Collins, Colorado: National Park Service, 2010).
- 8 National Park Service, “Water Resource Brief: Fredericksburg and Spotsylvania National Military Park,” (2017).
- 9 Mahan, 13.
- 10 Ibid, 48.
- 11 Ibid, 54.
- 12 Ibid.
- 13 Ibid, 41.
- 14 National Park Service, “Climate Change Hazards Summary Report for Facility Investment Planning: Fredericksburg and Spotsylvania National Military Park” (March 2021).
- 15 US Census State and County QuickFacts, Spotsylvania County and Orange County, Virginia, <https://www.census.gov/quickfacts/fact/table/orangecountyvirginia,spotsylvaniacountyvirginia,US/PST045219> (accessed May 18, 2021).
- 16 US Census American Community Survey 5-Year Narrative Profile 2015–2019, Lake Wilderness CDP, Virginia, <https://www.census.gov/acs/www/data/data-tables-and-tools/narrative-profiles/2019/report.php?geotype=place&state=51&place=43600> (accessed May 18, 2021).
- 17 US Census American Community Survey 5-Year Narrative Profile 2015–2019, Lake of the Woods CDP, Virginia, <https://www.census.gov/acs/www/data/data-tables-and-tools/narrative-profiles/2019/report.php?geotype=place&state=51&place=43430> (accessed May 18, 2021).
- 18 Walk Score, Lake Wilderness, Virginia, <https://www.walkscore.com/score/lake-wilderness-va> (accessed May 18, 2021); Walk Score, Lake of the Woods, Virginia, <https://www.walkscore.com/score/lake-of-the-woods-va> (accessed May 18, 2021).
- 19 Virginia Department of Transportation, 2019 Traffic Data, [https://www.virginiadot.org/info/2019\\_traffic\\_data.asp](https://www.virginiadot.org/info/2019_traffic_data.asp) (accessed May 18, 2021).
- 20 National Park Service, IRMA Portal, “Fredericksburg and Spotsylvania NMP Traffic Counts,” <https://irma.nps.gov/STATS/SSRSReports/Park%20Specific%20Reports/Traffic%20Counts> (accessed May 18, 2021).
- 21 John Auwaerter and Paul J. Harris, jr. *Cultural Landscape Report for Ellwood* (Boston: National Park Service Olmsted Center for Landscape Preservation, 2018).

# Cultural Landscape Report Wilderness Battlefield

Fredericksburg and Spotsylvania  
National Military Park  
Spotsylvania County, Virginia

## Existing Conditions



**National Park Service**  
**Olmsted Center for Landscape Preservation**  
www.nps.gov/olcp

in partnership with  
Department of Landscape Architecture  
Center for Cultural Landscape Preservation  
SUNY College of Environmental  
Science and Forestry, www.esf.edu/la/clcp

### MAJOR SOURCES

1. Spotsylvania and Orange Counties and NPS GIS data
2. Google Earth aerials
3. Field survey, 2017

### DRAWN BY

Kyle Stillwell, Pam Selby, and John Auwaerter, SUNY ESF  
Adobe Illustrator CC, 2018

### LEGEND

- Building, Bridge
- Road, Park Drive
- Secondary/Private Road, Trail
- Defensive Trench, Artillery Lunette
- Woods
- Open Ground
- Waterway, Artificial Waterbody
- Wilderness Battlefield Park Boundary
- Chancellorsville Battlefield Park Boundary
- NPS Property Boundary (fee ownership)
- NPS Easement Boundary (county or private property)
- NPS Tract (easement or inholding)
- Other Conserved Battlefield Property Boundary
- County Tax Parcel Boundary
- Site of Civil War-era Building Commemorative Monument (see key)
- Battlefield Tour Stop: Wilderness, Chancellorsville

- #### PARK ROAD and TRAIL KEY
- Hill-Ewell Drive
  - Longstreet Drive
  - Gordon Flank Attack Trail
  - Federal Line Trail
  - Tapp Field Trail
  - Vermont Monument Trail
  - Wilderness Crossing Trail

- #### MONUMENT-MARKER KEY
- Texas Brigade Stone
  - Lee to the Rear Marker
  - Texas Monument
  - Nance Marker
  - Wadsworth Memorial
  - 12th New Jersey Markers
  - Vermont Brigade Monument
  - Hays Memorial
  - Stonewall Jackson Arm Marker
  - 140th New York Monument
  - DAR Marker

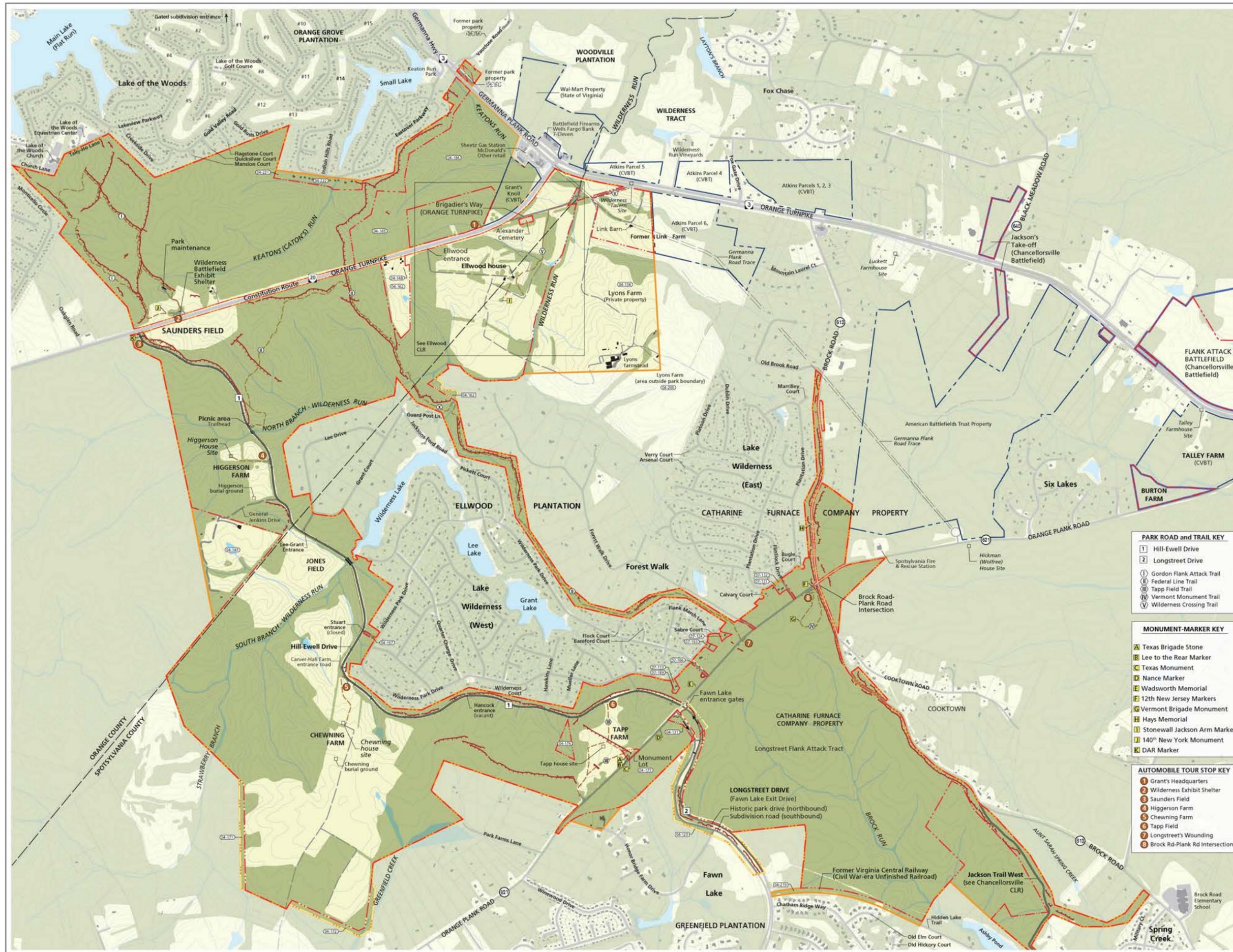
- #### AUTOMOBILE TOUR STOP KEY
- Grant's Headquarters
  - Wilderness Exhibit Shelter
  - Saunders Field
  - Higerson Farm
  - Chewing Farm
  - Tapp Field
  - Longstreet's Wounding
  - Brock Rd-Plank Rd Intersection

### NOTES

1. All features shown at approximate scale and location.
2. Drawing shows existing conditions as of 2018.
3. Areas masked outside Wilderness NPS property (fee or interest).
4. Tax parcels within NPS property boundary not shown.
5. CVBT = Central Virginia Battlefields Trust.
6. Contour interval: 1'.
7. See Drawings 3.1-3.4 for feature-level documentation.



Drawing 2.1





# Cultural Landscape Report Wilderness Battlefield

Fredericksburg and Spotsylvania  
National Military Park  
Spotsylvania County, Virginia

## Existing Conditions - Detail



**National Park Service**  
**Olmsted Center for Landscape Preservation**  
www.nps.gov/oclp

in partnership with  
Department of Landscape Architecture  
Center for Cultural Landscape Preservation  
SUNY College of Environmental  
Science and Forestry, www.esf.edu/la/cclp

### MAJOR SOURCES

1. Spotsylvania and Orange Counties and NPS GIS data
2. USGS Chancellorsville, Mine Run quadrangle maps, 1966, 1973, 1994
3. Aerial photographs, 1962, 2017
4. Aerial photographs, 1962, 2017
5. NPS, Wilderness Exhibit Shelter site plan, 1963, FRSP 326 30338
6. Field surveys, 2017, 2018, 2020

### DRAWN BY

John Auwaerter, SUNY ESF  
James Mealey, OCLP  
Adobe Illustrator CC, 2021

### LEGEND

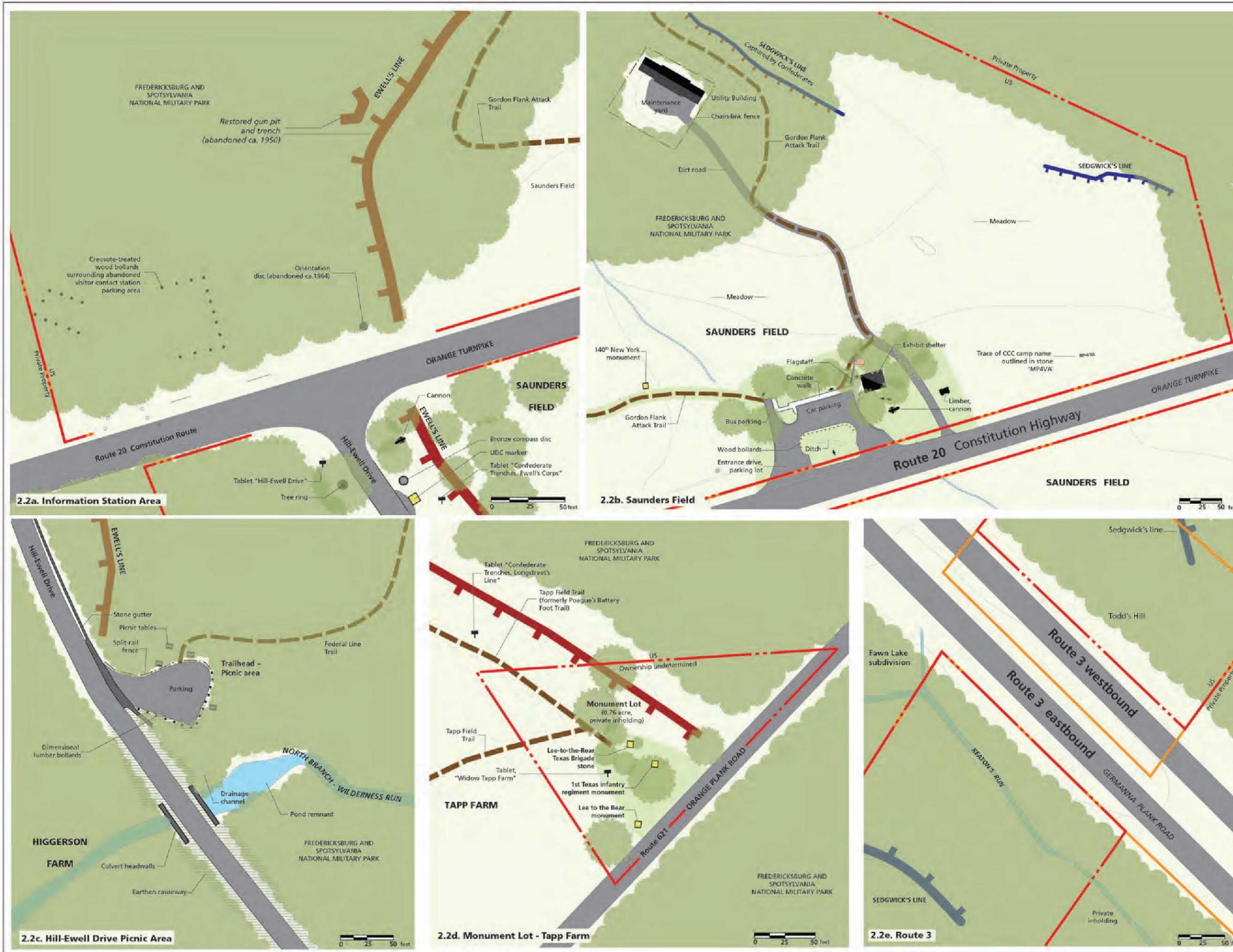
- Building
- Bridge
- Main Road, Minor Road
- Park Drive
- Park Foot Trail
- Earthworks (Trench, Artillery Lunette): Confederate (red), US (blue), both (red/blue)
- Sign, Tablet, Picnic Table
- Commemorative Work
- Woods
- Specimen Tree
- Open Ground, Mown Grass
- Stream
- NPS Property Boundary (fee ownership)
- Wilderness Battlefield Park Boundary

### NOTES

1. All features shown at approximate scale and location.
2. Drawing shows landscape as of 2021.
3. Battle-period features labeled in upper case.
4. Plantings, culverts, signs along park drives not shown.
5. Contour interval: 10'.



Drawing 2.2







Library of Congress/OCLP

# ANALYSIS AND EVALUATION

**NATIONAL REGISTER EVALUATION**

**CULTURAL LANDSCAPE EVALUATION**

**LANDSCAPE FEATURE INVENTORY (TABLES 3.1–3.4)**



**W**ilderness Battlefield was designated by Congress as a national military park for the purpose of commemorating the namesake Civil War battle and to mark and preserve for historical purposes the battlefield with its traces of war (44 Stat. 1091, February 14, 1927). The landscape tells the story of the battle through its forests, fields, earthworks, circulation, and archeological sites. Development of the national military park beginning in the 1930s introduced a historic designed landscape at Wilderness Battlefield that expanded commemoration of the battle and visitor access to the battlefield.

The first section of this chapter provides a brief overview of the historical significance of Wilderness Battlefield based on criteria established by the National Register of Historic Places. The second section is a more detailed analysis of the landscape's historic character based on National Park Service cultural landscape methods of inventory and evaluation.<sup>1</sup> This chapter is focused on the NPS-managed property within the authorized boundaries of Wilderness Battlefield, one of four Civil War battlefield landscapes contained within Fredericksburg and Spotsylvania County Battlefields National Military Park. Ellwood, the antebellum plantation located within the boundaries of Wilderness Battlefield, is documented in a separate Cultural Landscape Report and is not meaningfully addressed in this chapter.<sup>2</sup> Adjoining battlefield land conserved by park partners outside the park boundaries is also addressed. However, because these areas are not managed by the park, they are inventoried and evaluated at a cursory level.

The cultural landscape of Wilderness Battlefield retains its overall historic character as it existed by the end of the historic period in 1964. Much of the developed park landscape retains character from its initial development prior to World War II. The 1864 character of the battlefield remains in natural systems including landforms, woods, and streams, and in the overall patterns of open space, circulation, and traces of defensive earthworks. The only building or structure that remains from 1864 is the Ellwood house, however many significant battle sites are marked in the landscape. Monuments, park drives, and markers continue to reflect pre-park, War Department, and National Park Service design and commemorative intent. The most substantial changes to historic character have resulted from road expansion and realignment and suburban development, which have altered the landscape's historic rural setting.

Following the narrative evaluation, this chapter concludes with a detailed inventory of landscape features at Wilderness Battlefield, organized into Tables 3.1–3.4. Each table covers a specific area of the landscape and corresponds to a graphic representation that depicts features in plan. These plans, Drawings 3.1–3.4, follow the landscape features inventory.

## **NATIONAL REGISTER EVALUATION**

The National Register of Historic Places provides the basis for documenting the historical significance and integrity of the Wilderness Battlefield cultural landscape as part of the larger Fredericksburg and Spotsylvania National Military Park. This section summarizes existing National Register documentation and evaluates the Wilderness Battlefield cultural landscape according to the National Register aspects of integrity.

### **NATIONAL REGISTER DOCUMENTATION**

Wilderness Battlefield was administratively listed in the National Register of Historic Places on October 15, 1966 as part of Fredericksburg and Spotsylvania County Battlefields Memorial National Military Park (NRIS #66000046). An inventory-registration form was prepared in 1977 and approved by the Keeper of the National Register in 1978. The national military park has also been listed in the National Register through a multiple property nomination, “The Civil War in Virginia, 1861-1865: Historic and Archeological Resources” (076-5168).

In 2015, updated National Register documentation was prepared to account for all resources acquired through boundary changes, or that gained significance since the 1978 documentation was completed. The Civil War centennial and the MISSION 66 era of park development have been added as additional areas of significance. The Virginia State Historic Preservation Officer signed the updated documentation in 2018, and it was accepted by the Keeper of the National Register in the same year. Since the documentation for Wilderness Battlefield is recent, this CLR does not include recommendations for updates. Furthermore, this report does not address updates to the National Register documentation for Ellwood, which is evaluated in its own Cultural Landscape Report.<sup>3</sup> Updates to the National Register documentation for Wilderness Battlefield may be warranted in the future, especially if the park acquires land currently contained within private inholding parcels.

### **OVERVIEW OF SECTION 8**

The Statement of Significance (Section 8) for Fredericksburg and Spotsylvania National Military Park documents the historical significance of the Wilderness Battlefield district in the following National Register areas of significance: Military, Commemoration, Conservation, Architecture, Landscape Architecture, Health and Medicine, and Archeology. The period of significance for the battlefield is from 1864 (Battle of the Wilderness) through 1964 (completion of MISSION 66-era exhibit shelter and battle centennial), within an overall period of significance for the entire park from 1768 to 1965. The primary period of significance for

Wilderness Battlefield is 1863–1864, encompassing the Civil War battles of Chancellorsville, Mine Run, and the Wilderness.

Wilderness Battlefield meets all four criteria for listing in the National Register of Historic Places. In the area of Military history, the battlefield landscape derives its primary national significance under Criterion A as the site of the Battle of the Wilderness, May 5–7, 1864 (part of the larger Overland Campaign, May 4–June 24, 1864), as well as its earlier role in the battles of Chancellorsville (May 1–3, 1863) and Mine Run (November 27–December 2, 1863). The battlefield landscape has additional significance in the area of Military history under Criterion B for its association with the significant commanders of US and Confederate forces, including Lieutenant General Ulysses S. Grant, General George Meade, General Robert E. Lee, and Lieutenant General Thomas “Stonewall” Jackson. The Wilderness Battlefield’s military significance is conveyed by earthworks, building sites, roads, and patterns of field and forest that date to the Civil War.

In the areas of Commemoration and Conservation, Wilderness Battlefield is significant under Criterion A for late-nineteenth century and early-twentieth century efforts to commemorate and preserve the battlefield. Five monuments erected between 1891 and 1927 convey this area of significance at Wilderness Battlefield. The establishment and development of the national military park between 1927 and 1964 is also significant under Criterion A for contributions to national battlefield preservation policies and practices.

Wilderness Battlefield is also significant under National Register Criterion A in the area of Health and Medicine, for the establishment and operation of Confederate field hospitals at Ellwood and the Wilderness Tavern site during the Battle of Chancellorsville in 1863. This significance is conveyed by the antebellum Ellwood house and the Wilderness Tavern ruins site.

In the areas of Landscape Architecture and Architecture, Wilderness Battlefield is significant under National Register Criterion C for the designed landscape of the park that was initially planned and developed by the War Department between 1927 and 1933, completed by the National Park Service with assistance from federal work-relief programs including the Civilian Conservation Corps between 1933 and 1943, and updated during the MISSION 66 period ending in 1964. This significance is conveyed by park drives, trails, bridges, identification tablets, narrative signs, buildings, and maintained clearings. The Wilderness Battlefield exhibit shelter, completed in late 1963 in time for the battle centennial, is a representative example of the innovative Modernist design employed by the NPS during the MISSION 66 period. Wilderness Battlefield is also significant in the area of architecture for the Ellwood house, an example of a timber-framed, Federal-style, Virginia plantation house, constructed ca. 1781–1799.

Under Criterion D, Wilderness Battlefield possesses national significance in the area of Archeology: Historic, Non-Aboriginal for the information it has yielded and has the potential to yield about the history of the Civil War. The district also possesses significance at the state and local levels for sites that have of may reveal information about the agrarian and industrial economy of antebellum Virginia.

### **OVERVIEW OF SECTION 7**

The Wilderness Battlefield park unit is documented as a district encompassing 2,855 acres. Contributing resources documented in the Wilderness Battlefield unit include the battlefield landscape; Hill-Ewell Drive and associated bridges, culverts, lined ditches, and tree rings; US and Confederate earthworks; traces of the Old Orange Turnpike, Germanna Plank Road, and Culpeper Mine Road; the MISSION 66-era exhibit shelter (referred to as the Wilderness Visitor Kiosk), the CCC Utility Building (referred to as the Wilderness Maintenance Building), and the Ellwood house; sites of the Chewning House, Higgerson Farm ruins, Widow Tapp ruins, and Wilderness Tavern ruins; commemorative works (Battle of the Wilderness UDC Marker, Hays Monument, 12<sup>th</sup> New Jersey Regiment Monument, Wadsworth Monument, Nance Monument, “Lee to the Rear” Texans Monument, Texas Brigade Monument, and the Lee-to-the-Rear Stone); and identification tablets. The park drive Jackson Trail is a contributing resource that spans between Wilderness Battlefield and Chancellorsville Battlefield. Documented non-contributing resources include non-historic commemorative works (Vermont Brigade Monument and 140<sup>th</sup> New York Infantry Monument); the Fawn Lake subdivision entrance gate; and a twentieth-century residential structure at 35425 Constitution Highway (referred to as the Middlebrook House).

### **EVALUATION OF HISTORICAL INTEGRITY**

Integrity is defined by the National Register as the ability of a property to convey its historic significance through seven aspects of physical resources: location, design, setting, materials, workmanship, feeling, and association.<sup>4</sup> The following evaluation of integrity at Wilderness Battlefield is based on an 1863–1864 period of significance for the battlefield landscape, and the period of significance for the historic park landscape that ends in 1964. This evaluation assesses the historic integrity of the cultural landscape within the Wilderness Battlefield unit of the National Register-listed property.

#### **Location**

Location is defined by the National Register as the place where the historic property was constructed or the place where the historic event occurred. Although the Wilderness Battlefield landscape does not encompass all land and

other resources historically associated with the 1864 battle, the park property forms the core of the historic battlefield and retains most of the historic park lands. Exceptions include alienated park land east of Route 3 along the former course of the abandoned Wright-Humphreys Foot Trail and south of Orange Plank Road along the former Longstreet Drive, which was transferred to the private developer of Fawn Lake in 1989.

*Evaluation: Retains integrity of location.*

### **Design**

Design is defined by the National Register as the combination of elements that create the form, plan, space, structure, and style of a property. The Wilderness Battlefield landscape retains the overall vernacular structure of the landscape from the time of the 1864 battle through the patterns of forested and open space, and existing public roads. The defensive earthworks thrown up by both armies during the battle remain as traces in the landscape. However, the overall historic landscape structure has been modified by realignment of the former Orange Turnpike (Route 20) and abandonment of Germanna Plank Road. Farm clearings have also changed in extent and shape. Details of the 1864 landscape formed by buildings, fences, and orchards have largely been lost. The design of the historic park landscape retains a high level of integrity to the end of the period of significance in 1964. Hill-Ewell Drive, the exhibit shelter and surrounding landscape, and trails, among other features, continue to reflect their historic character. Some integrity of historic design has been lost from the early period of National Park Service management, which was characterized by a rustic style typical of large national parks in the western part of the country. Changes to the historic designed landscape have resulted in some part from the widening of Route 20, including modifications to the northern end of Hill-Ewell Drive, the demolition of trailhead parking areas, the removal of cast-metal narrative “Happel signs”, and the abandonment of the Wright-Humphreys Foot Trail. The alienation of Longstreet Drive to the Fawn Lake residential subdivision has diminished the historic overall design of the battlefield park. Additionally, non-historic trails and commemorative features have been added to the landscape in recent decades.

*Evaluation: Retains integrity of design.*

### **Setting**

Setting is the physical environment of a property and the overall character of its location. While the setting within park boundaries at Wilderness Battlefield retains integrity to the Civil War and historic park periods, extensive suburban development of adjacent land, the widening of Routes 3 and 20, and the regular

presence of heavy traffic have significantly altered the historically rural and remote character of the landscape's setting.

*Evaluation: Does not retain integrity of setting.*

### **Materials**

Materials are the physical elements that give form to a historic property. At Wilderness Battlefield, extant above-ground built materials from the Civil War era are limited to the Ellwood house and the ruins at the Wilderness Tavern and Higgerson Farm sites. The landscape retains high integrity of materials related to historic park development. Infrastructure such as bridges and culverts along Hill-Ewell Drive, which is paved with asphalt, are constructed from mortared stone and cast concrete. The exhibit shelter features a steel frame and brick walls while the CCC Utility Building consists of wood walls and a stone foundation. The exhibit shelter sidewalk and plaza are made of concrete and the parking area is paved with asphalt. War Department identification tablets consist of cast iron. Historic commemorative features primarily contain mortared and sculpted stone, concrete, and metal. Plant material consists mostly of native species that existed during the Civil War era and remain today. Ornamental plantings near the exhibit shelter include Japanese holly and flowering dogwood, which were historically maintained in the planting beds. Some loss of material integrity has resulted from the removal of several cast-metal narrative "Happel signs", although many remain in the landscape. Additionally, materials related to the rustic-style features of the early period of National Park Service management have been lost. Non-historic materials added since the end of the historic period are limited and include brick paving at the Longstreet Wounding site and Vermont Brigade Monument parking areas and rubber-mulch paths on sections of some trails. These non-historic materials are relatively inconspicuous within the larger landscape.

*Evaluation: Retains integrity of materials.*

### **Workmanship**

Workmanship is the physical evidence of the crafts and methods of construction used during the historic period. The Wilderness Battlefield landscape retains integrity of workmanship evident in the stone work of historic commemorative features. Additionally, the masonry exhibited by infrastructure along Hill-Ewell Drive and the carpentry of the Utility Building reflect the workmanship of CCC enrollees, although there has been some loss of workmanship related to the rustic building methods of the early period of National Park Service management. The exhibit shelter reflects the workmanship typical of mid-twentieth century machined and mass-produced construction materials. Civil War-era workmanship is limited to the Ellwood house and the stone hearth ruins at the Wilderness

Tavern site. The hasty workmanship of US and Confederate soldiers in erecting defensive earthworks during the battle were eroded or became obscured during the historic period.

*Evaluation: Retains integrity of workmanship.*

### **Feeling**

Feeling is a property's expression of the aesthetic or historic sense of a particular period of time resulting from the presence of physical features that, taken together, convey the property's historic character. At Wilderness Battlefield, the feeling of a Civil War landscape remains through the open fields, woods, and earthworks that characterized the battlefield in May 1864. The feeling of a historic National Military Park designed by the War Department also remains through the presence of standard identification tablets, Hill-Ewell Drive and the infrastructure surrounding it, and pre-park commemorative monuments. At the exhibit shelter, the feeling of the Modernist MISSION 66-era remains in the landscape and building. The cultural landscape has lost some historic feeling associated with the rustic aesthetic of the early years of National Park Service management. Many features associated with this period, such as the original Wilderness Battlefield visitor contact station and small-scale features like split-rail fences, signs, and bollards, were removed during the historic period or in the decades following its end. Existing historic stone abutments supporting footbridges along the Federal Line Trail continue to reflect this period of development. Additionally, loss of historic feeling has occurred where suburban residential development and heavy traffic have encroached on the historic rural setting.

*Evaluation: Retains integrity of feeling.*

### **Association**

Association is the direct link between an important historic event or person and a historic property. Wilderness Battlefield remains closely associated with the Civil War through the battlefield landscape, archeological sites, and earthworks within its boundaries. The landscape also retains its historic association with the development of national military parks under the War Department and National Park Service through retention of standard features including iron identification tablets. Association with the MISSION 66 era is evident in the exhibit shelter. Civil War association has been partially diminished through alienation of park property that was part of the historic battlefield, notably along the former Longstreet Drive and Wright-Humphreys Foot Trail.

*Evaluation: Retains integrity of association.*

### **Summary Evaluation of Integrity**

Overall, the Wilderness Battlefield landscape retains integrity of location, design, materials, workmanship, feeling, and association, but has lost integrity of setting. The landscape retains sufficient integrity to convey its historic association with the Civil War and its commemoration, and with the development of the national military park through the MISSION 66 era. Loss of integrity is largely due to extensive suburban development and traffic in areas adjacent to park boundaries. Additionally, alienation of park land along the former Longstreet Drive and Wright-Humphreys Foot Trail has diminished the historic overall design of the national military park.

## **CULTURAL LANDSCAPE EVALUATION**

This section evaluates the Wilderness Battlefield landscape according to National Park Service cultural landscape methods, which employ a framework of landscape characteristics. These methods provide a more detailed assessment of changes to historic landscape character than is possible through the National Register alone. Each landscape characteristic encompasses specific features at Wilderness Battlefield and is evaluated to assess changes since the Battle of the Wilderness (1864) and the end of historic park development (1964).<sup>5</sup> These dates for evaluation are derived from the National Register Statement of Significance and the overall 1863–1965 period of significance identified in the updated 2018 National Register documentation for Fredericksburg and Spotsylvania National Military Park.

The historic Wilderness Battlefield landscape is composed of features related to two distinct historic periods. The landscape's Civil War-era character is conveyed by natural landforms, woods, fields, streams, defensive earthwork remnants, strategic views, circulation features, and archeological sites related to the 1864 Battle of the Wilderness and, to a limited extent, the 1863 battles of Chancellorsville and Mine Run. Complementing the Civil War-era landscape is the historic park landscape, which was developed between 1927 and 1964 and comprises park drives, trails, structures, monuments, signs, and other features. The historic park landscape also includes some pre-park monuments and memorials dating back to 1891. Taken together, these two layers of historic development form a unified battlefield park landscape.

An evaluated inventory of all existing landscape features at Wilderness Battlefield is provided in Table 3.1. The table is organized into four sections, the first of which covers features found across the entire landscape. The remaining three sections pertain to three focus areas within the landscape: Constitution Highway (Route 20) and Hill-Ewell Drive (North), Hill-Ewell Drive (South) and Orange Plank Road, and the Brock Road-Orange Plank Road intersection. For each landscape

feature, Table 3.1 includes the feature name, other inventory reference (National Register, CRIS-HS, CRIS-AR, FMSS), evaluation status, historical data including context (Civil War, Pre-Park Commemoration, Historic Park Development), dates of construction and alteration, a narrative evaluation, and a graphic reference. Features are evaluated as contributing or non-contributing to the historic character of the landscape, or unevaluated if there is insufficient information. Features that are not owned or managed by the National Park Service are listed in italics. Non-existing (removed) features are not listed. Drawings 3.1–3.4 graphically summarize the landscape features evaluation in plan by contrasting contributing and non-contributing features, and indicating historic features removed since 1864 and 1964.

### **NATURAL SYSTEMS AND FEATURES**

Natural Systems and Features are the biotic and abiotic aspects that characterize the natural environment of a landscape, such as geomorphology, hydrology, soils, climate, flora, and fauna. Built or manipulated landforms are described under the Topography characteristic and managed flora is described under Vegetation.

#### **Historic Condition (1864–1964)**

During the Civil War era, natural systems and features were a dominant characteristic of the Wilderness Battlefield landscape. Centuries of human activity, especially agriculture, timber harvesting, mining, and transportation had shaped the landscape's natural features. Dense, second-growth deciduous and coniferous coppice woods, which played a major role in the 1864 battle, covered approximately eighty percent of the area within the present-day park boundaries, interrupted occasionally by farm clearings and road corridors. The largest farm clearing was shared between the Woodville and Ellwood plantations, north and south of the Orange Turnpike-Germanna Plank Road intersection. Smaller clearings existed at Saunders Field, Higgerson Farm, Jones Field, Chewning Farm, Tapp Farm, and around other isolated farmsteads. The Virginia Piedmont topography of rolling hills that underlaid these features was reticulated by numerous meandering streams, most notably Wilderness Run and its north and south branches.

During the Battle of the Wilderness, large areas of woods were heavily damaged or destroyed by the fighting and related fires that swept through large areas, especially around Saunders Field and along Orange Plank Road. Some pre-existing farm clearings were expanded by the armies and other, new clearings were created to make way for defensive earthworks. In the decades following the battle, successional forest growth colonized many of these clearings, obscuring earthworks and enclosing historic battle sites, including Saunders Field. Most

historic farm clearings were maintained but changed in shape and extent over time.

During the period of historic park development between 1927 and 1964, natural systems and features were altered for the construction of new park drives that required the clearing of forest, grading of corridors, and alterations to streams. New clearings were created along park drives and other features.

#### **Post-Historic Condition (After 1964)**

Natural vegetation growth continued after 1964, resulting in large areas of mature forest distinct from the dense, coppice woods of the Civil War era. In 1983, the park undertook a historic scene restoration project at Saunders Field, which resulted in clearing the site to approximate its historic limits. Outside of park boundaries, natural systems were extensively altered for the construction of adjacent suburban housing developments. Woods were cleared to make room for house lots and miles of asphalt roads. Wilderness Run and other streams were dammed to create lakes for recreational and aesthetic purposes. Some of these alterations have affected the historic character of the battlefield park where development is visible from park land, especially along Hill-Ewell Drive, Orange Plank Road, and the Federal Line Trail.

#### **Evaluation**

Natural systems and features within the boundaries of Wilderness Battlefield underwent few major changes after 1964 and remain a defining aspect of the Civil War and historic park-era character of the landscape. The park has managed natural features, such as the clearing at Saunders Field, to enhance historic landscape character (fig. 3.1). The woods, streams, and landforms that characterize the landscape are part of the same systems that existed during the Civil War, although natural forest growth and adjacent suburban development have altered their character.

#### **SPATIAL ORGANIZATION**

Spatial organization is the three-dimensional character of a landscape formed by the ground, vertical, and overhead planes.

#### **Historic Condition (1864–1964)**

During the Civil War era, the overall spatial organization of the Wilderness Battlefield landscape was characterized by several farm clearings of varying extents within the dense, second-growth woods that defined the region. These included the large clearing shared by the Ellwood and Woodville plantations

**Figure 3.1. Changing character of natural systems and features and spatial organization at Wilderness Battlefield. Top: Saunders Field showing natural succession that resulted from lack of cultivation in the years after the battle, looking west, ca. 1888. The open ground may be perpetuated by grazing. Bottom: Saunders Field, looking southwest, 2017. Note the mature woods in the distance and the clearing, managed for historic character by the park since the 1980s. (Fredericksburg and Spotsylvania National Military Park, Wilderness digital collection, #208; SUNY ESF)**



around the Orange Turnpike-Germanna Plank Road intersection, the Tapp Farm and Jones Field in outlying areas of Ellwood, Higgerson Farm, and Saunders Field. There was also a small, unattributed farm clearing in the woods north of the Orange Turnpike. Within larger clearings, especially at Ellwood and Woodville, the landscape was divided by fences and vegetation into distinct fields and other working spaces, such as yards around buildings and structures. The Orange Turnpike, Germanna Plank Road, Brock Road, and Orange Plank Road cut linear clearings through the wooded landscape. South of Orange Plank Road ran the unfinished corridor of the Fredericksburg & Gordonsville Railroad.

During the Battle of the Wilderness, US and Confederate armies occupied clearings and broke down fences and other barriers. They also created new clearings to build defensive earthworks and expanded pre-existing clearings for tactical advantage, most notably at the Tapp Farm. Over the decades following the Civil War, most battle-era clearings were maintained and returned to agricultural

use. However, many were reduced in size due to the encroachment of surrounding woods, including the Ellwood-Woodville clearing and Tapp Farm. Saunders Field was entirely abandoned and grew up in woods. One notable exception was between Jones Field and Chewning Farm, where the antebellum clearings were connected to cover a larger area.

At the end of the nineteenth century, new spatial features began to be introduced as part of early commemoration efforts at Wilderness Battlefield. At the Monument Lot along Orange Plank Road, understory growth was cleared to create an open area beneath a grove of mature deciduous trees. Small clearings were also created for the Hays Memorial along Brock Road and the Nance Monument along Orange Plank Road.

During the period of historic park development between 1927 and 1964, changes to the spatial organization of the landscape included clearing of corridors for park drives and trails and removal of vegetation along certain sections of battle earthworks, especially at the northern end of Hill-Ewell Drive. The establishment of CCC camp NP-24 in the northern portion of Saunders Field resulted in the clearing of sections of the historic field for the building of barracks and other structures, including the Utility Building, which was complemented by a work yard. These clearings, aside from the area around the Utility Building, grew up again in woods following closure of the camp in 1941. The MISSION 66 era of park development brought relatively few changes to the park's spatial organization, primarily concentrated around the exhibit shelter along Route 20, which was accompanied by a parking area and small concrete plaza shaded beneath a grove of mature trees.

#### **Post-Historic Condition (After 1964)**

Saunders Field and Tapp Farm were both cleared by the park in the 1980s to approximate their historic extents. The abandonment of the Wright-Humphreys Foot Trail in ca. 1968 resulted in the enclosure of the trail corridor. Widening of Route 3 and Route 20 in the 1960s and 1970s resulted in the clearing of wider road corridors. Immediately outside park boundaries, the development of suburban subdivisions resulted in a diminishment of the historic enclosed, wooded character of the landscape that is perceivable from park property, especially along Hill-Ewell Drive and the Federal Line Trail.

#### **Evaluation**

Patterns of woods and fields within park boundaries have remained largely unchanged since 1964, with the notable exceptions of the reestablished historic clearings at Saunders Field and Tapp Farm, which have enhanced Civil War-era landscape character. Spatial organization defined by patterns of woods and

Figure 3.2. Changing character of landscape spaces at Wilderness Battlefield. Growth of woods and reduced extent of farm clearings has partially altered the spatial organization of the landscape. Top: Ellwood house looking south from Orange Turnpike showing the north side of the house and surrounding out buildings, orchards, and fields, photographed 1866. Bottom: View south toward the Ellwood house (not visible) from the same or similar location on the old Orange Turnpike (Route 20), 2019. (American Antiquarian Society; OCLP)



fields remains a defining characteristic of the Wilderness Battlefield landscape. Modifications to spatial organization from the Civil War era include the loss of corridors along battle earthworks, decreased size of historic farm clearings, and the loss of spatial definition provided by fences and structures within clearings, which has diminished the landscape's historic character related to the system of antebellum plantation agriculture (fig. 3.2). Major changes to spatial organization since the historic park era include substantial clearing at Saunders Field and Tapp Farm to restore Civil War-era character and the development of residential subdivisions immediately outside park boundaries, which have diminished the historic overall enclosed character of the landscape.

**LAND USE**

Land use refers to the form and association of a landscape resulting from its function and use.

**Historic Condition (1864–1964)**

During the Civil War, land use within the Wilderness Battlefield landscape primarily consisted of agriculture (farms and plantations, including cultivated fields, pasture, and orchards), transportation (roads), residential, and mining and mineral processing. Additionally, commercial uses existed at the Wilderness Tavern and the Ellwood shops along the Orange Turnpike.

Following the end of the Civil War in 1865, agriculture remained the most widespread land use at Wilderness Battlefield. Cemeterial use was briefly introduced in the immediate aftermath of the battle but all remains were reinterred at Fredericksburg National Cemetery and Fredericksburg Confederate Cemetery by ca. 1867. The Fredericksburg & Gordonsville Railroad was completed by 1876, introducing a new mode of transportation to the landscape. Formal battle commemoration and tourism were introduced beginning in the late nineteenth century, supported by the installation of memorials and monuments beginning in 1891.

During the period of historic park development between 1927 and 1963, agricultural, transportation, and commemorative uses continued. Tourism expanded significantly upon completion of the national military park in the 1930s. Use of the park prior to World War II included automobile touring, picnicking, and hiking. During the period following the end of the war in 1945, picnicking and hiking usage decreased. The park unit's picnic areas along Hill-Ewell Drive and the Wright-Humphreys Foot Trail were closed in 1942.

**Post-Historic Condition (After 1964)**

After the end of the historic period, agricultural uses remained prevalent at Wilderness Battlefield on private inholdings and through lease agreements on park land. Tourism and commemoration also remained dominant land uses within park boundaries. The Hill-Ewell Drive picnic area was reopened in 1976. Hiking increased in popularity since the end of the historic period, partially related to the development of residential subdivisions adjacent to the park. New foot trails, including the Vermont Brigade Trail and the Wilderness Crossing Trail, were established by the park. However, automobile touring remained dominant. Residential use within park boundaries was reduced to two buildings at the Lake Wilderness subdivision which are used as staff housing and several residential structures on inholdings throughout the unit.

Figure 3.3. Continuity of commemorative land use at Wilderness Battlefield. Top: The Texas Monument installed in 1964 on the Monument Lot at the Tapp Farm, looking south toward Orange Plank Road, ca. 1965. Bottom: The Texas Monument from the same vantage in 2017. (Fredericksburg and Spotsylvania National Military Park, Monument photographs; SUNY ESF)



### Evaluation

Existing park land uses contribute to the historic character of the Wilderness Battlefield landscape as a commemorative battlefield park, while agricultural uses contribute to both the Civil War and historic park-era character of the landscape (fig. 3.3). Transportation remains a prominent land use through and around the historic battlefield landscape, although transportation modes and volume have changed substantially since both the Civil War and historic park eras. Automobile tourism has remained a dominant land use within park boundaries, although hiking has increased somewhat in popularity since the end of the historic period. Residents of adjacent residential subdivisions contribute substantially to hiking use at the park.

## **CIRCULATION**

Circulation comprises the spaces, features, and materials that constitute systems of movement in a landscape.

### **Historic Condition (1864–1964)**

During the Civil War, circulation through the Wilderness Battlefield landscape consisted of four major roads: the Orange Turnpike, Germanna Plank Road, Orange Plank Road, and Brock Road. The road network also consisted of narrower secondary roads, which included Parker's Store Road and Culpeper Mine Road. Major crossings existed at the intersection of the Orange Turnpike and Germanna Plank Road, near the center of the Ellwood-Woodville clearing, and Brock Road and Orange Plank Road. Unimproved farm and mining roads also crisscrossed the landscape, providing access to farmsteads and mining operations. The Fredericksburg and Gordonsville Railroad remained unfinished and was not a major circulation feature during this period.

During the Battle of the Wilderness, the Orange Turnpike west of Ellwood and the Orange Plank Road became the backbones of the two major battle fronts. Confederate forces attempted to push US troops east along the two corridors in order to capture the major crossings. The unfinished railroad corridor played a major role in the battle as the conduit for Confederate General Longstreet's flank attack. After the Civil War, the condition of most of the major roads through Wilderness Battlefield deteriorated and the southern segment of Germanna Plank Road was abandoned. It was not until the 1920s that the Commonwealth of Virginia began to improve the roads as state highways. These efforts also resulted in several realignments, especially around the present-day intersection of Route 3 and Route 20.

During the period of historic park development between 1927 and 1964, circulation at Wilderness Battlefield underwent substantial changes with the construction of park drives and trails. Hill-Ewell Drive was completed along Confederate earthworks between Route 20 and Orange Plank Road while Longstreet Drive extended south from Orange Plank Road to a turnaround just north of the railroad corridor. Both park drives were completed by 1937. The Jackson Trail, the northern segment of which falls within the Wilderness Battlefield unit, was completed west of Brock Road in 1943. Small parking areas were built along the park drives to accommodate visitors stopping along the park's self-guided automobile tour. Five rustic foot trails were built through fields and woods at Wilderness Battlefield during the 1930s. These included the Warren-Wadsworth Foot Trail (present-day Federal Line Trail) which was originally planned by the War Department as a park drive but built by the National Park Service as a foot trail. Following World War II, hiking declined in popularity at the park and many trails deteriorated due to lack of use and maintenance.

Road alignments at the Route 3-Route 20 intersection were modified again in ca. 1950, bypassing sections of the old Orange Turnpike south of the present-day intersection. During the MISSION 66 era, new circulation features were introduced around the exhibit shelter in Saunders Field.

#### **Post-Historic Condition (After 1964)**

Circulation at Wilderness Battlefield remained largely consistent following the end of the historic period in 1964. Some substantial changes included the abandonment of the Wright-Humphreys Foot Trail in 1968 and the ca. 1976 extension of the Federal Line Trail (formerly the Warren-Wadsworth Foot Trail) to meet Hill-Ewell Drive. Both of these changes were related to the widening of Route 20 in 1968, which resulted in the removal of trailhead parking areas on both sides of the road. The course of the Gordon Flank Attack Trail (formerly the Early Foot Trail) was also modified to pass the exhibit shelter in Saunders Field. New trails were also created, including the Tapp Field Trail in 1985, the Vermont Brigade Trail in 2006 and the Wilderness Crossing Trail in 2016. The addition of these new trails accompanied a modest rebound in the popularity of hiking at the park, partially related to adjacent residential subdivisions.

Hill-Ewell Drive and Jackson Trail both retained their historic character. However, Longstreet Drive was alienated from the park in 1989 as part of a land transfer with the developer of Fawn Lake, a private subdivision immediately south of the park. While the major public roads passing through Wilderness Battlefield mostly continued to follow their historic alignments, most were widened, and all modernized to carry the increased traffic related to the suburban development that proliferated around the park.

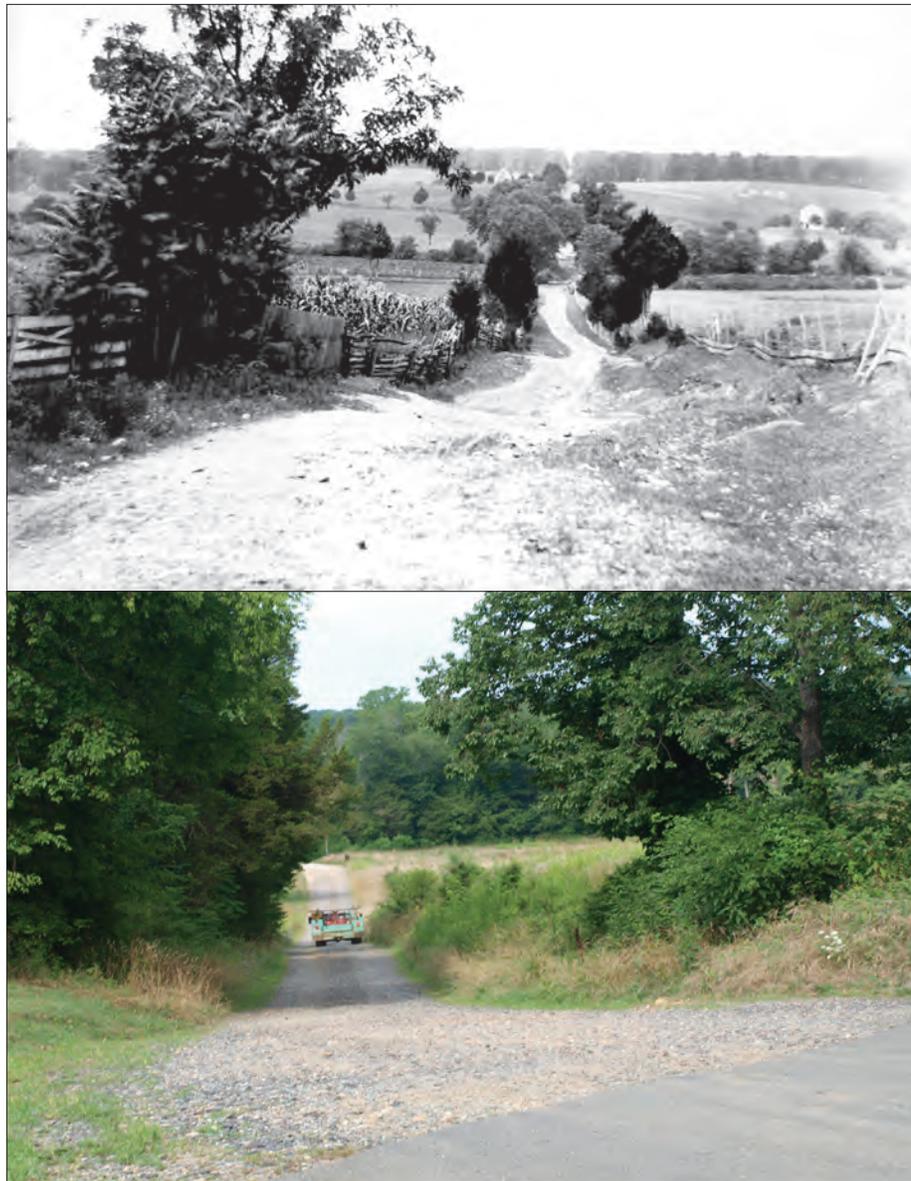
#### **Evaluation**

Circulation is a defining characteristic of the Wilderness Battlefield landscape, reflecting the Civil War-era road network and the systems of park drives and trails developed between 1927 and 1964. Overall, circulation patterns have remained consistent since the end of the historic period, despite widening and realignment of public roads, the alienation of Longstreet Drive, and the abandonment and extension of foot trails (fig. 3.4).

#### **TOPOGRAPHY**

Topography is the three-dimensional configuration of a landscape, comprising built landforms. Natural landforms are described under Natural Systems and Features.

**Figure 3.4. Consistency of historic circulation features at Wilderness Battlefield.** Despite the realignment of some public roads, including the old Orange Turnpike (Route 20), historic patterns remain at Wilderness Battlefield. Top: The Orange Turnpike, looking west across Ellwood and Wilderness Run from just beyond the site of Wilderness Tavern, ca.1897. Bottom: Lyons Lane, a private road that follows the alignment of an old Orange Turnpike segment that was bypassed in 1921, looking west from the same location in 2017. (Albert Kern photograph, Dayton History, copy in Fredericksburg and Spotsylvania National Military Park, Wilderness digital collection, #689; SUNY ESF)



#### **Historic Condition (1864–1964)**

The activities of the US and Confederate armies during the Battle of the Wilderness resulted in the creation of extensive topographic features in the form of defensive earthworks. These included miles of earthen trenches and breastworks as well as crescent-shaped gun pits (lunettes) in fields and woods. After the Civil War, the earthworks were abandoned and most became covered in successional forest vegetation or were destroyed by farmers as they returned their fields to cultivation. Over time, surviving earthworks diminished in height due to erosion and decomposition of organic material that was sometimes used as supporting or core material.

During the period of historic park development between 1927 and 1963, earthworks formed the organizational structure of the park, within initial land acquisitions intended to conserve strips of land along major battle lines, according

to the Antietam system. During the early period of park development, earthworks were often cleared and vegetation was managed to maintain visibility for visitors. Some sections of earthworks, particularly near the CCC-era visitor contact station west of Saunders Field, were reconstructed as interpretive features. During and after World War II, earthwork maintenance diminished, and most earthworks again became obscured by vegetation. However, a section of Confederate earthworks near the northern end of Hill-Ewell Drive, along the western edge of Saunders Field, was maintained in an area of mown grass.

#### **Post-Historic Condition (After 1964)**

Following the end of the historic period, some sections of earthworks, particularly along the former Wright-Humphreys Foot Trail east of Route 3 and the former Longstreet Drive south of Orange Plank Road, were alienated by the park. The park retained a conservation easement over the earthworks along Longstreet Drive, which was repurposed as an exit road for the Fawn Lake subdivision in 1989. The most visible section of earthworks remained in the mown clearing at the northern end of Hill-Ewell Drive.

#### **Evaluation**

Since the end of the historic period in 1964, the character of topographic features of Wilderness Battlefield, embodied primarily by battle-era earthworks, has remained largely consistent. Today, most sections of earthworks remain in wooded areas covered by leaf litter and vegetation, which provides some protection against erosion. The remnants are substantially reduced from their Civil War-era condition (fig. 3.5).

#### **VEGETATION**

Vegetation comprises trees, shrubs, vines, groundcovers, herbaceous plants, and other flora that is actively managed or has particular cultural value. Natural and unmanaged vegetation is described under Natural Systems and Features.

#### **Historic Condition (1864–1964)**

During the Civil War, historic vegetation at Wilderness Battlefield consisted of agricultural crops, orchards, groves, specimen trees, and turf. Crops included wheat, corn, oats, tobacco, and potatoes. Orchards are known to have existed at Ellwood, Tapp Farm, Chewning Farm, and Higgerson Farm. During the 1864 battle, crops, orchards, and specimen trees were damaged or destroyed. After the end of the Civil War, fields were slowly returned to cultivation and orchards were likely reestablished. Agricultural crops and orchards were maintained within present-day park boundaries through the end of the historic period. At

**Figure 3.5 Changes to topography features at Wilderness Battlefield since 1864. Battle earthworks have changed little since 1964 but are substantially diminished from their Civil War-era condition. Top: Ewell’s Works at the western edge of Saunders Field, looking northeast toward the Orange Turnpike, ca. 1866. Bottom: Remnants of Ewell’s Works at the western edge of Saunders Field, looking northeast toward the old Orange Turnpike (Route 20), 2007. (US Army Military History Institute, copy in Fredericksburg and Spotsylvania National Military Park, Wilderness digital collection, #218; SUNY ESF)**



the Monument Lot, established in 1891, understory vegetation was cleared and a grove of mature trees was preserved to shade the area, which was maintained as mown grass.

During the early part of the historic period of park development, the CCC engaged in extensive “landscape planting” throughout Wilderness Battlefield, which involved transplanting native trees and shrubs from wooded areas to the shoulders of Hill-Ewell Drive and Longstreet Drive. Planting plans were developed by National Park Service landscape architects to create ornamental areas and naturalize forest edges with oak, tulip-tree, maple, dogwood, redbud, huckleberry, azalea, and laurel. CCC enrollees also cleared understory vegetation and maintained mown grass along public roads adjacent to park lands. A grove of oaks was preserved at the northern end of Hill-Ewell Drive, where Confederate earthworks run through an area of mown grass. Later during the MISSION 66 era,

Figure 3.6. Maintenance of historic vegetation management practices, including clearings along park drives and public roads adjacent to park lands. Top: Thinned woods, cleared understory, and mown grass on park land adjacent to Brock Road and Orange Plank Road, looking north across the intersection, ca. 1935. Bottom: The same intersection from a similar vantage point in 2020, demonstrating continuation of vegetation management practices. (Fredericksburg and Spotsylvania National Military Park, Wilderness Photographs, box 2; OCLP)



ornamental plantings of flowering dogwood, Japanese holly, and periwinkle were installed in beds surrounding the exhibit shelter.

#### **Post-Historic Condition (After 1964)**

Following the end of the historic period in 1964, there were no major changes to managed vegetation at Wilderness Battlefield. CCC-era plantings along Hill-Ewell Drive became naturalized along the wooded edges on both sides of the drive. The park continued to maintain historic clearings along park drives and public roads, particularly at both ends of Hill-Ewell Drive and on all four sides of the Brock Road-Orange Plank Road intersection. The Monument Lot and the mown clearing at the northern end of Hill-Ewell Drive continued to be shaded by historic groves of mature trees. The ornamental plantings surrounding the exhibit shelter retained their historic character.

**Evaluation**

Managed vegetation at Wilderness Battlefield has remained consistent in overall character since 1964. The park continues to maintain historic mown clearings along park drives and public roads adjacent to park lands (fig. 3.6). The character of Civil War-era managed vegetation continues to exist within the park unit's cultivated fields, although the variety of crops is not as great as historically. The park does not currently manage any orchards at Wilderness Battlefield.

**BUILDINGS AND STRUCTURES**

Buildings and Structures are three-dimensional constructs, with buildings distinguished as features designed for human occupation.

**Historic Condition (1864–1964)**

During the Civil War period, buildings and structures at Wilderness Battlefield were primarily located within farmsteads, where they were used as residences, outbuildings, housing for enslaved people, and agricultural structures such as barns. There were also two bridges which carried the Orange Turnpike and Germanna Plank Road across Wilderness Run within the Ellwood-Woodville clearing.

Significant residences within present-day park boundaries included the Ellwood house, the Higgerson Farm house, the Chewning Farm house, and the Tapp house, which all played roles in the 1864 battle. The Wilderness Tavern complex, which comprised the central tavern building and a few dependencies on both sides of the Orange Turnpike, was located near the eastern edge of the Ellwood-Woodville clearing. Other buildings and structures within the large clearing included the Ellwood shops and the Widow Jones house, both along the clearing's eastern edge. A tannery and the Gray house were located at the western edge of the clearing, along Germanna Plank Road. During the battle, most buildings and structures sustained damage. The central Wilderness Tavern building was destroyed during or soon after the battle, but its dependencies survived.

In the decades following the battle, most antebellum houses at Wilderness Battlefield remained in place with few changes, such as the 1891 enlargement of the Chewning House. However, several were lost, including the antebellum Tapp house, the Widow Jones house, the Ellwood shops, the Gray house, and the tannery. There is no reliable record of surviving antebellum barns and other outbuildings, including the former residences of enslaved people. New farmsteads were developed at the Tapp Farm, the Payne-Link Farm on the antebellum Wilderness Tract, and within the boundaries of Ellwood at the Jennings, Tanner, and Hall farms. The two antebellum bridges over Wilderness Run were replaced

in ca. 1921 by a single concrete bridge to accompany the realignment of the Orange Turnpike and Germanna Plank Road.

During the historic period of park development between 1927 and 1964, few buildings and structures were constructed at Wilderness Battlefield. Only two permanent buildings were constructed by 1945: a rustic visitor contact station in the woods west of Saunders Field and the CCC Utility Building in the woods north of the historic clearing. Six rustic-style pit-toilet latrines were also built. Nineteen temporary buildings and structures associated with CCC camp NP-24 were removed following the camp's closing in 1941.

Along Hill-Ewell Drive, the park built a stone-faced concrete-arch bridge over the south branch of Wilderness Run and a stone-faced concrete box-culvert over the north branch. Elsewhere along the drive, smaller culverts were installed as well as drainage ditches and tree rings, all faced with stone. Two wooden footbridges were also built to carry the Warren-Wadsworth Foot Trail (later the Federal Line Trail) across the branches of Wilderness Run. During the MISSION 66 era of park development, the exhibit shelter was the only park building added to the landscape. The CCC-era visitor contact station was removed, but all other earlier park buildings and structures were retained.

Several antebellum buildings, including the Ellwood house, Chewning Farm house, and the Wilderness Tavern dependency were visible to visitors but did not fall within park boundaries during the historic period. The Higgerson House and the Chewning House were destroyed by fire in ca. 1936 and 1947, respectively.

#### **Post-Historic Condition (After 1964)**

After 1964, the footbridges along the Federal Line Trail were rebuilt. Otherwise, the exhibit shelter, CCC Utility Building, and structures along Hill-Ewell Drive were all maintained.

Ellwood was acquired by the park in 1971 and the antebellum Wilderness Tavern dependency on the south side of Route 3 was acquired in 1978. Soon after acquisition, the tavern dependency was destroyed by fire. During this period, the park also removed numerous post-battle buildings on newly acquired land, including at Higgerson Farm, Jones Field, Chewning Farm, and Tapp Farm. The Tanner Farm (later Lyons Farm) remained as a private inholding within the park's legislated boundary and the non-historic buildings and structures on the tract were visible from park land at Ellwood.

**Figure 3.7. Retention of building and structure character from the historic period of park development at Wilderness Battlefield. Top: The 1937 Utility Building at the CCC Camp, looking northeast, ca. 1937. Bottom: The Utility Building, now in use as a park maintenance facility, looking northeast, 2017. (Fredericksburg and Spotsylvania National Military Park, Wilderness Photographs, box 1; SUNY ESF)**



### **Evaluation**

Since the end of historic park development in 1964, the exteriors of park designed and built buildings and structures have largely remained consistent (fig. 3.7). Non-park buildings and structures have undergone substantial change due to the removal of non-historic buildings and the loss of the Wilderness Tavern dependency to fire. Several non-historic buildings remain on private inholdings or on park property under a right-to-life estate. The only standing building or structure dating to the Civil War is the Ellwood house. The loss of other antebellum residences and outbuildings since 1864, including residences of enslaved people, has diminished the landscape's historic character related to the antebellum system of plantation agriculture.

## **VIEWS AND VISTAS**

Views and vistas are prospects in a landscape, either natural or designed. Views are broad lines of sight, while vistas are controlled lines of site with a defined focal point.

### **Historic Condition (1864–1964)**

During the Civil War era, views and vistas within the Wilderness Battlefield landscape were characterized by broad prospects across open agricultural land and narrow views along road corridors. Long, wide views were available to the north from Ellwood. The low canopy of second-growth woods allowed for distant views toward the Blue Ridge Mountains from the Tapp and Chewning Farms. The straight road corridors of the Orange Turnpike and Orange Plank Road created narrow vistas through dense woods.

During the Battle of the Wilderness, new vistas and views were created by the burning of woods and the clearing of new corridors for earthworks. Views across clearings such as Saunders Field were major elements in the battle. In the decades following the battle, the new prospects were lost due to the encroachment of successional vegetation. This was also true of the views across Saunders Field, which grew up in woods. During the historic period of park development between 1927 and 1964, new views were opened up at the heads of trails and drives and vistas along trails that followed historic earthworks. Views of historic farms were created by selective clearing along Hill-Ewell Drive. At the southern end of Longstreet Drive, a view of the historic railroad corridor was maintained from a turnaround.

### **Post-Historic Condition (After 1964)**

After the end of the historic period, historic views related to park development were maintained and some historic views were enhanced. These include the views across Saunders Field and Tapp Farm, which were both restored by extensive clearing in the 1980s. Views along major road corridors were also maintained. Other significant views were lost or altered. The view of the historic railroad corridor was lost with the alienation of Longstreet Drive in 1989. Historic views to the north from Ellwood were lost due to the growth of woods outside of park boundaries. Views from park drives and trails were also altered by the development of residential subdivisions, which are sometimes visible through woods.

**Figure 3.8. Continuity of historic views and vistas. Vistas along public roads through Wilderness Battlefield, such as Orange Plank Road, remain a defining landscape characteristic. Top: Orange Plank Road, looking east from near present Hill-Ewell Drive, ca. 1935. Bottom: Orange Plank Road, looking east from near the same location, 2018. (FRSP, Wilderness Photographs, box 2; SUNY ESF)**



### **Evaluation**

Overall, the historic character of views and vistas at Wilderness Battlefield has been maintained since the end of the historic period. Vistas along the Orange Turnpike and Orange Plank Road were important in the 1864 battle and continue to exist today (fig. 3.8). Significant views at Saunders Field and Tapp Farm have been restored, while others, such as the view north from Ellwood, have been lost.

### **SMALL-SCALE FEATURES**

Small-scale features are furnishings and other details in the landscape defined by their relative size. Small-scale features may serve aesthetic or utilitarian functions.

**Historic Condition (1864–1964)**

During the Civil War era, small-scale features within the Wilderness Battlefield landscape consisted primarily of fences and other utilitarian objects within agricultural clearings. Typical fences included cross and rail (stacked rails supported by diagonal stakes), Virginia stake and rail (vertical stakes supporting stacked rails), Virginia snake (stacked rails in zig-zag pattern), and wattle (interwoven branches). Yards around farmsteads were typically enclosed by a more ornamental style of fence, such as whitewashed planks or pickets. During the Battle of the Wilderness, fences were generally destroyed by both armies. The armies also temporarily introduced many other small-scale features to the landscape in the form of supplies and equipment, including artillery. After the battle, debris littered the landscape.

Many fences were reconstructed after the end of the Civil War as farms returned to production. Other types of small-scale features, such as telephone poles, began to be introduced as the decades progressed. This was especially true of commemorative features, which began to proliferate across the landscape, beginning with the Lee-to-the-Rear Stone at the Monument Lot in 1891. By 1927, five monuments and memorials were introduced to Wilderness Battlefield.

During the historic period of park development between 1927 and 1964, the number of small-scale features within the landscape grew substantially. These included signs, commemorative markers, historical fences, and picnic facilities, most of which were created in a rustic style meant to harmonize with the landscape. During the MISSION 66 era, many of the earlier small-scale features, including wooden bollards and rustic signs, were removed. New features, such as reproduction artillery, were introduced. War Department-designed identification tablets and National Park Service “Happel signs” were some of the few early features retained.

**Post-Historic Condition (After 1964)**

Following the end of the historic period, two new monuments were added to the Wilderness Battlefield landscape. The 140<sup>th</sup> New York Infantry Monument was installed in Saunders Field in 1989 and the Vermont Brigade Monument was placed in woods south of the Brock Road-Orange Plank Road intersection in 2006. The park also introduced new NPS-standard signage and illustrated interpretive waysides throughout Wilderness Battlefield. Several historic “Happel signs” were removed in recent decades. Otherwise, most historic small-scale features were retained.

**Figure 3.9. Retention of historic small-scale features at Wilderness Battlefield. Many small-scale features are historic commemorative monuments and memorials, which have been retained in the landscape. Top: Dedication of the Hays Monument, looking west from Brock Road, 1905. A fence was installed around the monument after this photograph was taken. Bottom: Hays Monument, looking northwest, 2017. (Gilbert Adams Hays, *Under the Red Patch: Story of the Sixty Third Regiment, Pennsylvania Volunteers 1861–1864*, 1908; SUNY ESF)**



### **Evaluation**

Since the end of the historic period of park development in 1964, the character of small-scale features at Wilderness Battlefield has changed through the introduction of contemporary NPS-standard signage and two new monuments. Additionally, several historic “Happel signs” have been removed. No small-scale features remain from 1864, but the reproduction artillery introduced during MISSION 66 recall military action. Historic park commemoration features have been retained (fig. 3.9). Overall, small-scale features are today a minor characteristic within the Wilderness Battlefield landscape.

## **ARCHEOLOGICAL SITES**

Archeological sites contain surface or subsurface remnants related to historic or prehistoric land use. Subsurface remnants may characterize a landscape if they are marked or are part of a landscape's historic association.

### **Historic Condition (1864–1964)**

During the Civil War, archeological sites became a widespread feature within the Wilderness Battlefield landscape after the fighting ended on May 7, 1864, characterized primarily by building ruins and burials. The most prominent ruin was the Wilderness Tavern along Route 3, outside of park boundaries, however most of the building's remains were gone by the late 1920s. By 1867, all temporary burials at Wilderness Battlefield had been reinterred at Fredericksburg National Cemetery or Fredericksburg Confederate Cemetery, but traces of the burial pits remained. Antebellum family cemeteries also existed at Ellwood, Higgerson, and Chewning Farms.

Artifacts related to the battle, such as shot and other detritus, continued to be found throughout Wilderness Battlefield into the twentieth century. Remnants of battle earthworks also ran across fields and through woods. During the period of historic park development, several new archeological sites were created. The Higgerson House was destroyed by fire in 1927, when it was still outside park boundaries. A massive stone chimney was the only part of the building left standing. The Chewning House met the same fate in 1947, and a pile of stones was left. After CCC camp NP-24 was dismantled in 1941, substantial archeological remnants were left in Saunders Field, including horizontal concrete camp identification letters and the traces of drives and barracks. When the CCC-era visitor contact station was demolished in ca. 1964, the parking lot and a nearby concrete orientation disc were abandoned in place.

### **Post-Historic Condition (After 1964)**

In 1978, the antebellum Wilderness Tavern dependency on the south side of Route 3 was destroyed by fire, leaving only its stone hearth as a ruin. Soon after, the park built a simple wooden structure to shelter the hearth ruin. Sections of historic earthworks were lost with the widening of Route 20 and the alienation of park land along the former Wright-Humphreys Foot Trail and the former Longstreet Drive. In the 1990s, the park decided to dismantle the Higgerson House chimney and bury the remains because thieves were stealing stones from the ruin. With acquisitions during the second half of the twentieth century, the park acquired the Higgerson and Chewning family burial sites.

**Figure 3.10. Evolution of archeological features. Today, the most prominent archeological site at Wilderness Battlefield is the site of the former Wilderness Tavern dependency along Route 3. Top: The dependency, the presumed Wilderness (Simms) store that was enlarged after the battle, looking southeast across the Orange Turnpike, 1884. The front (left) portion is the antebellum building that was sketched during the battle (see fig. 1.18). Bottom: The tavern dependency ruin site, looking northwest, 2017. (Massachusetts MOLLUS Collection, 67:3332, US Army Military History Institute; SUNY ESF)**



### Evaluation

Since the end of the historic period in 1964, archeological sites have become more prominent in the Wilderness Battlefield landscape as interpreted features. The only substantial above-ground archeological remnants are at the Wilderness Tavern dependency ruins (fig. 3.10). The Chewning and Higginson house sites feature less apparent ruins. These three archeological sites do not reflect the landscape's historic character related to the Civil War era, as they were all intact buildings at the time. Additionally, they do not reflect the period of historic park development, as the sites were not contained within the park's boundaries until after 1964. However, the archeological remnants of CCC camp NP-24 in Saunders Field reflect the landscape's character during the historic park development period. Most battle-era earthworks remain obscured by leaf litter and vegetation in wooded areas and reflect the landscape character of the historic park development period.

---

## LANDSCAPE FEATURES INVENTORY (TABLES 3.1–3.4)

An evaluated inventory of existing landscape features at Wilderness Battlefield is provided in Tables 3.1–3.4. Each table contains an inventory of features within a designated area of the landscape. Table 3.1 lists features found across the entire landscape, such as natural features and historic signs and markers. The remaining three tables relate to three focus areas within the landscape. Table 3.2 covers the area centered around Orange Turnpike-Constitution Highway (Route 20) and the northern half of Hill-Ewell Drive. Table 3.3 pertains to the southern half of Hill-Ewell Drive and the Orange Plank Road corridor. Table 3.4 focuses on features around the Brock Road-Orange Plank Road intersection. For each landscape feature, the tables include the feature name, other inventory reference (National Register, CRIS-HS, CRIS-AR, FMSS), evaluation status, historical data including historic context (Civil War, Pre-Park Commemoration, Historic Park Development), dates of construction and alteration, a narrative evaluation, and a graphic reference. Features are evaluated as contributing or non-contributing to the historic character of the landscape, or unevaluated if there is insufficient information. Features that are not owned or managed by the National Park Service are listed in italics. Non-existing (removed) features are not listed. Drawings 3.1–3.4 graphically summarize the landscape features evaluation in plan by contrasting contributing and non-contributing features, and indicating historic features removed since 1864 and 1964.

---

### ENDNOTES, ANALYSIS AND EVALUATION

1 Robert R. Page, Cathy A. Gilbert, and Susan A. Dolan, *A Guide to Cultural Landscape Reports: Contents, Process, and Techniques* (Washington, DC: National Park Service, 1998). The cultural landscape evaluation is necessary because the National Register does not allow for comprehensive inventory and evaluation of cultural landscapes. There is no one-to-one correlation between inventory and evaluation methods of the National Register and NPS cultural landscape program.

2 John Auwaerter and Paul J. Harris, jr. Cultural Landscape Report for Ellwood (Boston: National Park Service Olmsted Center for Landscape Preservation, 2018).

3 Ibid.

4 National Register Bulletin [15], *How to Apply the National Register Criteria* (Washington, DC: National Park Service, 1990, revised 1997), 144-45.

5 All historical documentation contributing to characteristic evaluations is derived from the first chapter of this report, unless otherwise stated.



**TABLE 3.1. LANDSCAPE FEATURES INVENTORY: SITEWIDE FEATURES**  
**WILDERNESS BATTLEFIELD** FREDERICKSBURG AND SPOTSYLVANIA NATIONAL MILITARY PARK

Feature Name with Drawing Key (Non-NPS in Italics)	Other Resource Inventory	FMSS Data (Location/ Asset records)	Evaluation Status	Historical Data/Evaluation (Historic Period: 1864 - 1964)	Existing Conditions Photo Reference
<b>Natural Systems and Features</b> (Plan Key: NSF)					
NSF-1. Wilderness Run	WI0269/ CRIS-AR: FRSP00117		Contributing	<p><b>Context:</b> Civil War  <b>History:</b> Wilderness Run formed the primary drainage for the portion of Wilderness Battlefield north of Orange Plank Road and west of Brock Road. A tributary of the Rapidan River to the north. Flowed toward the northeast through the large clearing of the Ellwood and Woodville plantations and during the Civil War was spanned by the Orange Turnpike (Route 20) and Germanna Plank Road (Route 3) at two separate crossings near the center of the clearing. Southwest of the Ellwood clearing, Wilderness Run split into two branches. During the Civil War era, the north branch flowed through the Higgerson Farm clearing while the south branch passed through Jones Field, part of the Ellwood plantation. Flowing downhill northeast of these smaller clearings, both branches meandered through densely forested areas before emerging near the southern edge of the Ellwood clearing. In ca. 1921, the realignment of the Orange Turnpike and Germanna Plank Road created a new, single crossing immediately to the north of the two Civil War era spans. In ca. 1934, a culvert was built to allow Hill-Ewell Drive to pass over the north branch of Wilderness Run. In ca. 1935, crossings were built along the Warren-Wadsworth Foot Rail (Federal Line Trail) to carry the trail over the north and south branches of Wilderness Run. In 1937, a concrete-arch bridge was constructed to carry Hill-Ewell Drive over the south branch of Wilderness Run.  <b>Evaluation:</b> Today, Wilderness Run remains a defining feature of the Wilderness Battlefield landscape. North of the Lake Wilderness (West) housing subdivision, Wilderness Run mostly follows its battle-era course through the area historically occupied by the Ellwood/ Woodville clearing, although the extent of the clearing has been reduced due to the encroachment of woods, especially north of Route 3. Within the historic clearing, the waterway runs through a margin of woods. The Wilderness Crossing Trail, which connects Ellwood with the Wilderness Tavern Site, passes over Wilderness Run on a wooden bridge near the locations of the historic Germanna Plank Road and Orange Turnpike crossings, which were removed in ca. 1921. The south branch of Wilderness Run passes through the Lake Wilderness (West) subdivision, where the waterway has been dammed to form Wilderness Lake. West of the subdivision, the south branch follows its historic course, passing through a culvert beneath Hill-Ewell Drive and running between Jones Field and Chewing Farm. The north branch flows through wooded areas north of Higgerson Farm and Lake Wilderness (West) subdivision. Today, Wilderness Run passes through more wooded areas than it did historically, which provides ecological benefits to the waterway.</p>	
NSF-2. Widow Tapp Spring Drain			Contributing	<p><b>Context:</b> Civil War  <b>History:</b> The Widow Tapp Spring Drain formed a tributary to the south branch of Wilderness Run and drained the area around Tapp Farm, south of the Ellwood clearing. A spring northwest of the antebellum Tapp House provided most of the stream's flow. Throughout the historic period, the Widow Tapp Spring Drain flowed through woods north of Tapp Farm and south of the Ellwood clearing.</p>	See Drawing 3.1

**TABLE 3.1. LANDSCAPE FEATURES INVENTORY: SITEWIDE FEATURES**  
**WILDERNESS BATTLEFIELD** FREDERICKSBURG AND SPOTSYLVANIA NATIONAL MILITARY PARK

Feature Name with Drawing Key (Non-NPS in Italics)	Other Resource Inventory	FMSS Data (Location/Asset records)	Evaluation Status	Historical Data/Evaluation (Historic Period: 1864 - 1964)	Existing Conditions Photo Reference
				<p><b>Evaluation:</b> In ca. 1969, the Lake Wilderness (West) subdivision was developed in the formerly wooded area through which the Widow Tapp Spring Drain flowed. As part of the development project, the Widow Tapp Spring Drain was dammed to create two small lakes, Lee Lake and Grant Lake. South of the subdivision, the stream originates in woods immediately west of Tapp Farm.</p>	
<b>Circulation</b> (Plan Key: C)					
C-1. Parker's Store Road			Contributing	<p><b>Context:</b> Civil War  <b>History:</b> Parker's Store Road was an antebellum road that ran north-south from Germanna Plank Road to Parker's Store, on the Orange Plank Road. Along its course, Parker's Store Road passed through the center of the Ellwood plantation clearing before disappearing into the wooded area southwest of the plantation. For the remainder of its course is primarily snaked through woods, emerging only to pass through the clearings at Jones Field and Chewning Farm. During the Battle of the Wilderness on May 5, 1864, Major General Warren's Union corps traveled from Ellwood to Chewning Farm along Parker's Store Road. Later in the battle, Confederate trenches were built along the portion of Parker's Store Road in the wooded area between Jones Field and Chewning Farm. The use of Parker's Store Road as a through route was discontinued in ca. 1880 and only the portion running between Chewning Farm and Orange Plank Road remained. By the 1930's, this southern portion of the historic road also fell into disuse.  <b>Evaluation:</b> Although Parker's Store Road fell into disuse in the late 19<sup>th</sup>/early 20<sup>th</sup> century, an isolated portion continues to exist as a dirt farm road within the park boundaries at Chewning Farm and provides access to the Chewning Farm fields from Orange Plank Road. The road remnant runs south from Chewning Farm lane to Orange Plank Road and reflects the historic Civil War-era character of the Wilderness Battlefield landscape. The road is significant for its role in the 1864 battle. Further research may be required to determine the exact battle-era road alignment.</p>	
C-2. Automobile Tour Route Stops		22891/103079, 103080, 103081, 116198, 116204, 116205, 237508	Contributing	<p><b>Context:</b> Historic Park Development  <b>History:</b> Automobile tourism was incorporated into the earliest park plans for Wilderness Battlefield, supported by the development of park drives and the inclusion of a "historical tour plan" as part of the 1942 master plan. Points of interest along the early tour route were typically marked by cast-metal narrative "Happel" signs. In accordance with MISSION 66-era park planning, a formal park automobile tour with eleven stops was laid out in the 1955 master plan. The tour included stops at Grant's Headquarters, Federal Line (Route 20 crossing), three destinations along Hill-Ewell Drive, the Orange Plank Road-Hill-Ewell Drive intersection, Tapp Farm, Monument Lot, Wadsworth and Longstreet wounding sites, and Orange Plank Road-Brock Road intersection. Stops were marked by circular signs with stop numbers, usually standing beside small pull-off parking areas at the sides of the Orange Turnpike, Hill-Ewell Drive, and Orange Plank Road.  <b>Evaluation:</b> After the end of the historic period, NPS-standard interpretive waysides were added to clearings beside parking areas at tour stops. NPS-standard brown and</p>	

**TABLE 3.1. LANDSCAPE FEATURES INVENTORY: SITEWIDE FEATURES**  
**WILDERNESS BATTLEFIELD FREDERICKSBURG AND SPOTSYLVANIA NATIONAL MILITARY PARK**

Feature Name with Drawing Key (Non-NPS in Italics)	Other Resource Inventory	FMSS Data (Location/Asset records)	Evaluation Status	Historical Data/Evaluation (Historic Period: 1864 - 1964)	Existing Conditions Photo Reference
				<p>white sheet-metal signs at stops feature images of historic circular tour stop identification signs, which they replaced. Tour route revised in 1980s to include eight stops beginning at Grant's Headquarters and ending at Orange Plank Road–Brock Road intersection. Orange Plank Road– Hill-Ewell Drive intersection stop removed because of Fawn Lake development. Today, eight tour stops include Grant's Headquarters, Exhibit Shelter, Saunders Field, Higgerson Farm, Chewning Farm, Tapp Field, Longstreet's Wounding site, and the Orange Plank Road–Brock Road intersection. Roadside pull-offs are located at Grant's Headquarters, Saunders Field, Higgerson Farm, Chewning Farm, and Tapp Field. More formal parking areas are located at the Exhibit Shelter, Longstreet's Wounding site, and the Orange Plank Road– Brock Road intersection (Vermont Brigade Monument parking area). The Wadsworth wounding site is no longer included in the official tour, but a small pull-off parking area remains along the north side of Orange Plank Road near the Wadsworth Monument. These parking areas are addressed as individual features in this inventory. Usually, mowed clearings are maintained at tour stop locations on roadsides. Wood bollards often line parking areas, which typically accommodate approximately 3-5 cars. Pull-off parking areas are typically paved with asphalt or chip seal. Most of the current automobile tour stops at Wilderness Battlefield exist in historic stop locations and reflect the park's historic landscape character. However, the Tapp Field stop on Hill-Ewell Drive was likely added after the park restored the field's historic limits in 1988. Specific individual features at tour stops, including bollards and pull-off parking areas, remain unevaluated.</p>	
<b>Small-Scale Features</b> (Plan Key: SSF)					
SS-1. Cast Metal Narrative Signs (Happel Signs)			Contributing	<p><b>Context:</b> Historic Park Development  <b>History:</b> Design for standard park-wide rustic-style narrative signs consisting of brown Masonite board with yellow lettering, set within a stained wood frame and supported by wood posts with pointed finials introduced ca. 1937; design also used to display battlefield maps. Design updated during MISSION 66 era using gray-painted cast-aluminum signboard and maps, and preexisting wood frames painted light blue, ca.1955. Improvements included addition of round logos for each of the park units, designed by Ralph Happel; Wilderness Battlefield's logo depicted a soldier firing a rifle from within the trees.  <b>Evaluation:</b> Happel Signs maintained as standard through ca.1990. Most since removed, with 5 remaining along Hill-Ewell Drive and Orange Plank Road. The cast metal narrative signs reflect interpretive devices introduced in the 1930s and updated during the MISSION 66 period that historically provided a cohesive identity to the battlefield park. Due to removals, the signs no longer serve this function.</p>	

**TABLE 3.1. LANDSCAPE FEATURES INVENTORY: SITEWIDE FEATURES  
WILDERNESS BATTLEFIELD FREDERICKSBURG AND SPOTSYLVANIA NATIONAL MILITARY PARK**

Feature Name with Drawing Key (Non-NPS in Italics)	Other Resource Inventory	FMSS Data (Location/Asset records)	Evaluation Status	Historical Data/Evaluation (Historic Period: 1864 - 1964)	Existing Conditions Photo Reference
SS-2. Interpretive Waysides and Site Markers		231595, 231597, 231598, 231599, 231600, 231601, 231602, 231603, 231604, 231605	Non-contributing (post-historic)	Interpretive waysides with illustrated panels and text are located at four stops and other significant historic sites; smaller anodized metal signs, known as Site Markers, are located at secondary interpretive sites, such as the Wilderness Tavern ruins; wood signs with incised text can be found along trails. These designs were introduced after the end of the historic period in 1964 and do not contribute to the historic character of the Wilderness Battlefield landscape.	
SS-3. Identification Tablets	AU0275/ CRIS-HS: 082132, 082133, 082134, 082135	22936/ 17848, 17851	Contributing	<b>Context:</b> Historic Park Development <b>History:</b> Following the transfer of Wilderness Battlefield park from the War Department to the National Park Service in 1933, the park service moved forward with realizing much of the War Department plans for park planning, including the installation of small, painted metal tablets to identify battlefields, earthworks, house sites, and roads. These tablets were mounted on low posts and were designed to be inconspicuous so as not to detract from the "historic scene" of the battlefield. <b>Evaluation:</b> The War Department-designed metal identification tablets have been retained at Wilderness Battlefield park and contribute to the historic character of the park landscape. They are part of the original War Dept. design of the national military park and are character-defining features of the early period of park development. Similar features were installed at national cemeteries and other national military parks developed by the War Dept. around the same period.	
SS-4. NPS Identification and Wayfinding Signs			Non-contributing (post-historic)	The existing standard brown and white sheet-metal signs and trailhead signs that provide direction and wayfinding date to after the end of the historic period in 1964. They replaced rustic wood identification and wayfinding signs from the 1930s and MISSION 66 periods. These include NPS-standard automobile tour stop signs which feature images of historic circular MISSION 66 tour stop signs. Small NPS-standard signs on bollard posts in the median between the Fawn Lake entrance/exit drives identify the median as a "Protected Area" to prevent residents from entering them and damaging Civil War-era earthworks.	

**TABLE 3.2. LANDSCAPE FEATURES INVENTORY: ORANGE TURNPIKE – CONSTITUTION HWY (ROUTE 20) AND HILL-EWELL DRIVE (NORTH) WILDERNESS BATTLEFIELD FREDERICKSBURG AND SPOTSYLVANIA NATIONAL MILITARY PARK**

Feature Name with Drawing Key (Non-NPS in Italics)	Other Resource Inventory	FMSS Data (Location/ Asset records)	Evaluation Status	Historical Data/Evaluation (Historic Period: 1864 - 1964)	Existing Conditions Photo Reference
<b>Natural Systems and Features</b> (Plan Key: NSF)					
NSF-3. Keaton's Run			Contributing	<p><b>Context:</b> Civil War  <b>History:</b> During the Civil War period, Keaton's Run (Caton's Run) flowed through wooded areas north of Orange Turnpike (Route 20) and west of Germanna Plank Road (Route 3), including portions of the Woodville Mine Tract, and met Wilderness Run near where the waterway was crossed by Germanna Plank Road. At this time, part of Keaton's Run ran through a clearing immediately west of Germanna Plank Road. During the Battle of the Wilderness, federal earthworks were built in an arc along a ridge south of Keaton's Run. One of two rustic picnic areas built by the CCC during early park development in the 1930s was sited along Keaton's Run near where the stream was crossed by the Wright-Humphrey's foot trail. A small pond was created along Keaton's Run as a focal point of the picnic area.  <b>Evaluation:</b> Today, portions of Keaton's Run still follow the waterway's historic course through wooded areas within park boundaries north of Orange Turnpike (Route 20) and west of Germanna Plank Road (Route 3). These portions contribute to the landscape's historic character. Within the Lake of the Woods housing subdivision, immediately north of the park boundary, Keaton's Run has been dammed to create a water feature known as Small Lake.</p>	See Drawing 3.2
NSF-4. Spring Creek			Contributing	See Cultural Landscape Report for Ellwood	
NSF-5. Deerfield Creek			Contributing		
NSF-6. West Woods			Contributing		
<b>Spatial Organization</b> (Plan Key: SO)					
SO-1. Lyons Farm Fields	WI0262		Contributing	<p><b>Context:</b> Civil War  <b>History:</b> During the Civil War period, the Lyons Farm fields that fall within the present-day park legislated boundary were part of the large clearing of the Ellwood plantation and were separated by Wilderness Run from the Ellwood house and other fields to the east. In 1883, these fields were subdivided from Ellwood and became part of the Tanner Farm, remaining in private ownership through the end of the historic period.  <b>Evaluation:</b> Today, these fields are part of Inholding Tract 04-134, which encompasses a portion of the Lyons Farm. The fields are prominently visible from Ellwood and contribute to the landscape's historic rural character. They remain in private ownership as part of the Lyons Farm. The legislated park boundary cuts across the Lyons Farm fields, leaving the large eastern portion of the fields outside the boundary.</p>	

**TABLE 3.2. LANDSCAPE FEATURES INVENTORY: ORANGE TURNPIKE – CONSTITUTION HWY (ROUTE 20) AND HILL-EWELL DRIVE (NORTH) WILDERNESS BATTLEFIELD** FREDERICKSBURG AND SPOTSYLVANIA NATIONAL MILITARY PARK

Feature Name with Drawing Key (Non-NPS in Italics)	Other Resource Inventory	FMSS Data (Location/ Asset records)	Evaluation Status	Historical Data/Evaluation (Historic Period: 1864 - 1964)	Existing Conditions Photo Reference
SO-2. Wilderness Tavern Site Field			Contributing	<p><b>Context:</b> Civil War</p> <p><b>History:</b> During the Civil War period, the field at the Wilderness Tavern site was part of the Ellwood estate clearing and was located within a strip of land between the Orange Turnpike to the north and Germanna Plank Road to the south. In ca. 1880, this field was part of a larger subdivision from Ellwood that became the Link Farm. The field remained in private ownership until the end of the historic period.</p> <p><b>Evaluation:</b> Today, the field at the Wilderness Tavern site contributes to the historic landscape character of Wilderness Battlefield. In 1978, the National Park Service acquired this field as part of the acquisition of 6.41 acres of the former Link farm, including the ca. 1955 Wilderness Tavern dependency, which was destroyed by fire soon after the acquisition.</p>	
SO-3. Link-Atkins Fields			Contributing	<p><b>Context:</b> Civil War</p> <p><b>History:</b> Historically located within the eastern part of the large Ellwood/Woodville clearing. The fields were subdivided from Ellwood in 1879 and were subsequently owned and cultivated successively by the Payne, Link, and Atkins families for more than a century. Between ca. 1852 and ca. 1921, Germanna Plank Road ran southeast from its intersection with the Orange Turnpike, passing the fields along its route. This segment along the fields became a farm road following abandonment of the eastern portion of Germanna Plank Road and the bypassing of a short segment west of the Link farm in ca. 1921.</p> <p><b>Evaluation:</b> Between 2009 and 2012, the Central Virginia Battlefield Trust acquired 175 acres of the Link Farm spanning across both sides of Route 3 east of Wilderness Run. In ca. 2012, the trust transferred 31 acres within the park's legislated boundary, including the Link-Atkins Fields, to the NPS. A post-battle farmhouse and barns located on the parcel were subsequently abandoned and by the late 2010s, only a ca. 1935 dairy barn and a few outbuildings remained standing. The eastern portions of the fields currently fall outside the legislated park boundary and are owned by the CVBT. The open space of the Link-Atkins fields reflects the historic Civil War-era landscape of Wilderness Battlefield, however the present configuration of the fields may not.</p>	
SO-4. Valley Pasture			Contributing	See Cultural Landscape Report for Ellwood	
SO-5. Spring Field			Contributing		
SO-6. Chapel Field			Contributing		
SO-7. Upland Field			Contributing		
SO-8. Cemetery Field			Contributing		
SO-9. East Meadow			Contributing		
SO-10. West Meadow			Contributing		

**TABLE 3.2. LANDSCAPE FEATURES INVENTORY: ORANGE TURNPIKE – CONSTITUTION HWY (ROUTE 20) AND HILL-EWELL DRIVE (NORTH) WILDERNESS BATTLEFIELD FREDERICKSBURG AND SPOTSYLVANIA NATIONAL MILITARY PARK**

Feature Name with Drawing Key (Non-NPS in Italics)	Other Resource Inventory	FMSS Data (Location/Asset records)	Evaluation Status	Historical Data/Evaluation (Historic Period: 1864 - 1964)	Existing Conditions Photo Reference
SO-11. House Grounds			Contributing		
SO-12. Garden			Non-contributing		
SO-13. Barnyard			Non-contributing		
SO-14. Ellwood Cemetery			Contributing		
SO-15. Visitor Parking Area			Non-contributing		
SO-16. Grant's Headquarters Clearing			Non-contributing (post-historic)	<p>During the Battle of the Wilderness, General Grant established his headquarters in the woods immediately north of the Orange Turnpike (Route 20) near the western edge of the large Ellwood/Woodville clearing. Following the conclusion of the Civil War, the area remained in private ownership through the end of the historic period. The park acquired the site of Grant's Headquarters and surrounding forested land north of the Orange Turnpike following adoption of a master plan in 1968. After acquisition, the park created a short trail from the turnpike to a clearing in the woods approximately 25 feet wide and 40 feet long. The ground surface in the clearing is maintained as exposed earth and is partially covered with moss. Two interpretive panels stand within the clearing. Grant's Headquarters Clearing was created after the end of the historic period.</p>	
SO-17. Saunders Field			Contributing	<p><b>Context:</b> Civil War  <b>History:</b> During the Civil War, Saunders Field was a farm clearing of approximately 50 acres straddling the Orange Turnpike about ¾ mile west of the Ellwood/Woodville clearing. The portion of the field south of the turnpike was larger and stretched farther west than the portion to the north. A small tributary of Wilderness Run flowed in a gully running north to south through the center of the southern portion of the field. On May 5, 1864, Saunders Field witnessed the first shot of the Battle of the Wilderness and became a setting for intense fighting over the next two days. Ewell's 2<sup>nd</sup> Corps (CS) constructed earthworks on high ground along the western edge of the field. Following the battle, one of two temporary cemeteries for the internment of unknown soldiers at Wilderness Battlefield was established slightly east of Ewell's earthworks along the Orange Turnpike. In ca. 1867, the remains were reinterred at Fredericksburg National Cemetery. In the decades following the battle, Saunders Field was not cultivated and grew up in woods. In November 1931, the U.S. War Dept. acquired 131.5 acres that included all of the northern part of Saunders Field. The War Dept. also acquired the western edge of the southern portion of Saunders Field, which contained Ewell's works, however the remainder of the southern portion of the battle-era clearing remained in private ownership through the end of the historic period. Between 1933 and 1941, the northern portion of Saunders Field was the location of a Civilian Conservation Corps (CCC) camp, designated MP-4 and then NP-4 after NPS assumed management of the park. Construction of the camp resulted in clearing much of the historic extent of the northern portion of Saunders Field for the construction of barracks and other facilities. After dismantling of the CCC camp following its closure in 1941, the northern portion of Saunders Field again became primarily</p>	

**TABLE 3.2. LANDSCAPE FEATURES INVENTORY: ORANGE TURNPIKE – CONSTITUTION HWY (ROUTE 20) AND HILL-EWELL DRIVE (NORTH) WILDERNESS BATTLEFIELD** FREDERICKSBURG AND SPOTSYLVANIA NATIONAL MILITARY PARK

Feature Name with Drawing Key (Non-NPS in Italics)	Other Resource Inventory	FMSS Data (Location/ Asset records)	Evaluation Status	Historical Data/Evaluation (Historic Period: 1864 - 1964)	Existing Conditions Photo Reference
				<p>wooded. In 1963 the park opened a modern-style exhibit shelter at the edge of Saunders Field immediately north of the Orange Turnpike. The woods surrounding the site of the new shelter were left in place.</p> <p><b>Evaluation:</b> The park acquired the entirety of the southern portion of Saunders Field in 1973. Beginning in 1983, the park undertook a landscape restoration project at Saunders Field that resulted in restoring most of the historic open field, north and south of the Orange Turnpike, although a grove was retained around the 1963 exhibit shelter. Following clearing, managed field grasses were established. The field could not be restored to its historic limits in the northeast corner due to private ownership of this area. In 2014, the parcel containing the northeast corner of the historic clearing was conveyed to the park by the Civil War Battlefield Trust. Today, the restored clearing of Saunders Field measure approximately 40 acres and is a defining feature of the Wilderness Battlefield park unit that reflects the landscape's historic battle-era character.</p>	
SO-18. CCC Utility Building Yard			Contributing	<p><b>Context:</b> Historic Park Development</p> <p><b>History:</b> In 1937, Civilian Conservation Corps enrollees from camp NP-4, located in the north portion of battle-era Saunders Field, constructed a maintenance facility, referred to as the Utility Building, at a site approximately 200 yards northwest of the camp. The rustic-style building was accompanied by a maintenance yard to its west. In 1943, following the CCC camp's 1941 closure, the army razed all buildings at the camp site except for the Utility Building, which was preserved as a park maintenance facility. Sometime after 1945, a fence was constructed to enclose the site of the Utility Building and maintenance yard.</p> <p><b>Evaluation:</b> The Utility Building and adjacent maintenance yard continue to serve as facilities for park operations. The maintenance yard contributes to the historic rustic character of the landscape's early park development.</p>	
SO-19. Higgerson Farm Fields				<p><b>Context:</b> Civil War</p> <p><b>History:</b> In 1864, the antebellum Higgerson Farm, also known as "Spring Hill", was a farm of 157 acres located deep in woods south of the Orange Turnpike. The historic farm clearing encompassed approximately 80 acres on a rise south of the North Branch–Wilderness Run. A road extended south from the Orange Turnpike through the clearing. During the Battle of the Wilderness, the farm became part of the Orange Turnpike front, first swept by the Union before falling to the Confederates, who built earthworks through the farm clearing (Ewell's 2<sup>nd</sup> Corps). At the end of the 19<sup>th</sup> century, the Higgerson Farm fields were expanded with an additional clearing from woods within the southern half of the antebellum farm. The antebellum clearing within the farm's northern half was maintained, although the clearing's extent was slightly reduced through the early twentieth century due to the growth of woods along its edges. In 1931, the War Department acquired strip near eastern edge of farm along historic location of Ewell's works, where a portion of Hill-Ewell Drive was subsequently constructed.</p> <p><b>Evaluation:</b> In September 1975, the park acquired 42.95 acres of the northern portion of the historic Higgerson Farm, including the antebellum clearing and the ruins of the antebellum Higgerson House. The park did not restore antebellum field patterns after acquiring the property. The southern half of Higgerson Farm, containing the non-historic late-19<sup>th</sup>-century clearing, remains in private ownership. The extant Higgerson Farm field</p>	

**TABLE 3.2. LANDSCAPE FEATURES INVENTORY: ORANGE TURNPIKE – CONSTITUTION HWY (ROUTE 20) AND HILL-EWELL DRIVE (NORTH) WILDERNESS BATTLEFIELD FREDERICKSBURG AND SPOTSYLVANIA NATIONAL MILITARY PARK**

Feature Name with Drawing Key (Non-NPS in Italics)	Other Resource Inventory	FMSS Data (Location/ Asset records)	Evaluation Status	Historical Data/Evaluation (Historic Period: 1864 - 1964)	Existing Conditions Photo Reference
clearing within park boundaries is smaller in extent than during Civil War-era, when it stretched farther in all four directions. Despite the reduction in size, the clearing reflects the historic agricultural character of the landscape during the Battle of the Wilderness.					
<b>Land Use</b> (Plan Key: LU)					
<i>LU-1. Inholding Tract 04-134: Lyons Farmstead Buildings, Lyons Lane</i>	NR: WI10262		Contributing (non-historic landscape)	<p><b>Context:</b> Civil War</p> <p><b>History:</b> The parcel was historically located within the eastern half of the large antebellum Ellwood clearing. In 1883, the parcel was subdivided from Ellwood and became part of the Tanner Farm, remaining in private ownership through the end of the historic period.</p> <p><b>Evaluation:</b> Today, the parcel remains in private ownership as part of the Lyons farm. Includes the southern portion of the private farm road Lyons Lane, the Lyons Farmstead buildings, and fields. Field patterns, structures, and farm road alignment not historic. Open fields reflect historic landscape character of Civil War-era. Current owner: Maryann Lyons and Bruce D. Lyons. Lyons Farm also extends beyond the park boundary. The portion outside of the park is identified by NPS as Parcel 04-200.</p>	
<i>LU-2. Inholding Tract 04-220: Orange Turnpike Trace (Lyons Lane Part)</i>			Contributing	<p><b>Context:</b> Civil War</p> <p><b>History:</b> The parcel encompasses the historic alignment of a segment of the Orange Turnpike that was bypassed in ca. 1921 and thereafter was primarily used as part of an access road to the Tanner farm (later Lyons farm), which was subdivided from Ellwood in 1883.</p> <p><b>Evaluation:</b> This inholding tract contains the northern segment of the private road Lyons Lane, which follows the historic alignment of a segment of the Orange Turnpike that was bypassed in ca. 1921. Current owner: Maryann Lyons and Bruce D. Lyons. The park's Wilderness Crossing Trail runs along the south shoulder of the northern segment of Lyons Lane, immediately inside the park boundary. The parcel's present-day use as a road corridor reflects the landscape's historic Civil War-era character.</p>	
<i>LU-3. William Sciafe Farmstead site</i>	NR: WI10238			See Cultural Landscape Report for Ellwood	
<i>LU-4. Alexander Cemetery</i>					
<i>LU-5. Inholding Tract 04-165: Vacant Land (Woodville)</i>			Contributing	<p><b>Context:</b> Civil War</p> <p><b>History:</b> Site part of woods north of Orange Turnpike (Route 20), west of Grant's Headquarters and immediately east of earthworks constructed by Sedgwick's 6<sup>th</sup> Corps (US) during the 1864 Battle of the Wilderness. Historically located within a wooded area of the antebellum Woodville plantation</p> <p><b>Evaluation:</b> Today, Inholding Tract 04-165 is a privately-owned, undeveloped wooded lot of approximately 31.5 acres. Currently or formerly owned by Charles B. King, Trustee. The parcel's wooded, undeveloped character reflects the landscape's historic, Civil War-era character.</p>	See Drawing 3.1

**TABLE 3.2. LANDSCAPE FEATURES INVENTORY: ORANGE TURNPIKE – CONSTITUTION HWY (ROUTE 20) AND HILL-EWELL DRIVE (NORTH) WILDERNESS BATTLEFIELD** FREDERICKSBURG AND SPOTSYLVANIA NATIONAL MILITARY PARK

Feature Name with Drawing Key (Non-NPS in Italics)	Other Resource Inventory	FMSS Data (Location/Asset records)	Evaluation Status	Historical Data/Evaluation (Historic Period: 1864 - 1964)	Existing Conditions Photo Reference
<i>LU-6. Inholding Tract 04-148: 36312 Constitution Hwy (Ellwood)</i>			Contributing (non-historic landscape)	<p><b>Context:</b> Civil War  <b>History:</b> Site historically located within wooded area of antebellum Ellwood plantation on south side of Orange Turnpike (Route 20), east of federal line earthworks constructed by Warren's 5<sup>th</sup> Corps during 1864 Battle of the Wilderness.  <b>Evaluation:</b> Today, Inholding Tract 04-148 is a privately-owned, developed residential lot of approximately 1.2 acres located on the south side of the Orange Turnpike (Route 20). Currently or formerly owned by David W. and Joan M. Bennett. The parcel borders park land to the east.</p>	
<i>LU-7. Inholding Tract 04-162: 36274 Constitution Hwy (Ellwood)</i>			Contributing (non-historic landscape)	<p><b>Context:</b> Civil War  <b>History:</b> Site historically located within wooded area of antebellum Ellwood plantation on south side of Orange Turnpike (Route 20), east of federal line earthworks constructed by Warren's 5<sup>th</sup> Corps during 1864 Battle of the Wilderness.  <b>Evaluation:</b> Today, Inholding Tract 04-162 is a privately-owned lot of 16.6 acres with a single-family residential structure located near the parcel's northern boundary with Route 20. A cultivated agricultural field occupies most of the parcel's land area. Currently or formerly owned by Lucille Marie Johnson.</p>	
<i>LU-8. Inholding Tract 04-184: Vacant Land (Woodville)</i>			Contributing	<p><b>Context:</b> Civil War  <b>History:</b> Site historically located within wooded area of antebellum Woodville plantation, west of Germanna Plank Road and north of Orange Turnpike. Federal line earthworks constructed by Sedgwick's 6<sup>th</sup> Corps in woods to the west and north during Battle of the Wilderness. Grant's Headquarters located in woods to the south.  <b>Evaluation:</b> Today, Inholding Tract 04-184 is a privately-owned, undeveloped wooded parcel of approximately 83 acres north of the Orange Turnpike (Route 20). To the west, the parcel borders Germanna Plank Road (Route 3). Parcel borders wooded park-owned parcels to the north and south. Near the parcel's northeast corner, borders commercial development at intersection of Route 3 and Route 20, including gas station and fast-food restaurant, which are accessed from Route 20 via Lyndon Drive. Currently or formerly owned by Jan A. K. Evans, et al. The parcel's wooded, undeveloped character reflects the landscape's historic, Civil War-era character.</p>	See Drawing 3.1
<i>LU-9. Tract 04-214: 35425 Constitution Hwy (Northeast Edge of Saunders Field)</i>			Contributing (non-historic landscape)	<p><b>Context:</b> Civil War  <b>History:</b> During the Civil War era, the area today contained within parcel 04-214 was located at the eastern edge of Saunders Field, north of the Orange Turnpike (Route 20). Keaton's Run flowed from west to east through the southern portion of the parcel. A segment of the Culpeper Mine Road ran through the parcel's northern corner.  <b>Evaluation:</b> Tract 04-214 remained in private ownership until 2014, when it was transferred to the park from the Civil War Battlefield Trust, which had acquired the property in 2011. The parcel of approximately 49.3 acres remains primarily wooded except for its southern end along Route 20, which features a single-family residence with the address 35425 Constitution Hwy. A life estate is held on this property by Warren W. Middlebrook. The wooded, undeveloped character of the parcel's northern portion</p>	

**TABLE 3.2. LANDSCAPE FEATURES INVENTORY: ORANGE TURNPIKE – CONSTITUTION HWY (ROUTE 20) AND HILL-EWELL DRIVE (NORTH) WILDERNESS BATTLEFIELD FREDERICKSBURG AND SPOTSYLVANIA NATIONAL MILITARY PARK**

Feature Name with Drawing Key (Non-NPS in Italics)	Other Resource Inventory	FMSS Data (Location/ Asset records)	Evaluation Status	Historical Data/Evaluation (Historic Period: 1864 - 1964)	Existing Conditions Photo Reference
				reflects the landscape’s historic, Civil War-era character, except along part of its western edge where the eastern edge of the Saunders Field clearing may have been located. The residential development along Route 20 does not reflect the landscape’s historic character.	
<i>LU-10. Inholding Tract 04-221: Vacant Land (Former Part of Orange Grove)</i>			Contributing	<p><b>Context:</b> Civil War  <b>History:</b> During the Civil War era, the area presently contained within parcel 04-221 was located within woods west of Keaton’s Run and north of the Orange Turnpike (Route 20). The area may have fallen within the limits of the antebellum plantation Orange Grove. Immediately west of the parcel area was an unattributed farm clearing accessed by a secondary farm road that may have also passed through the parcel. The farm and road fell into disuse soon after the war’s end. By the late 19<sup>th</sup> century, the present-day parcel area fell within the southwest corner of a larger parcel known as the Keaton Tract, which encompassed 253 wooded acres stretching east to Germanna Plank Road.  <b>Evaluation:</b> Today, Inholding Tract 04-222 is an undeveloped, wooded lot of .71 acre that sits immediately west of a residential tract on Eastover Parkway in the Lake of the Woods subdivision. Owner unknown. The parcel’s wooded, undeveloped character reflects the landscape’s historic, Civil War-era character.</p>	See Drawing 3.1
<i>LU-11. Inholding Tracts 04-222: Lake of the Woods Subdivision Parcels (Former Part of Orange Grove)</i>			Contributing (non-historic landscape)	<p><b>Context:</b> Civil War  <b>History:</b> During the Civil War era, the area presently contained within parcel 04-222 was located within woods north of the Orange Turnpike (Route 20). The area may have fallen within the limits of the antebellum plantation Orange Grove. Keaton’s Run flowed south to north near the center of the parcel. By the late 19<sup>th</sup> century, the present-day parcel area constituted the southern end of a larger parcel known as the Keaton Tract, which encompassed 253 wooded acres stretching east to Germanna Plank Road.  <b>Evaluation:</b> Today, Inholding Tract 04-222 contains more than one dozen privately-owned residential lots within the Lake of the Woods subdivision. The parcel area is 8.25 acres and contains numerous individual properties with the Eastover Pkwy Addresses: 839, 841, 901, 903, 905, 909, 915, 917, 1001, 1003, 1005, 1007, 1009, 1011, 1013, 1015, 1017.</p>	See Drawing 3.1
<i>LU-12. Easement Parcel 04-206: 11630 and 11636 Forest Walk Dr. (Ellwood)</i>			Contributing (non-historic landscape)	<p><b>Context:</b> Civil War  <b>History:</b> During the Battle of the Wilderness in 1864, the area contained within parcel 04-206 was part of the Ellwood plantation and was located near the southern end of the plantation’s large central clearing, near the location where Wilderness Run split into north and south branches.  <b>Evaluation:</b> FRSP holds an easement that covers approximately 2.16 acres across portions of two properties between the Federal Line Trail and the Wilderness Run. 11630 Forest Walk Dr. is or was owned by John and Allison K. Walker, and 11636 Forest Walk Dr. is or was owned by Mendleson Development Company LLC.</p>	See Drawing 3.1

**TABLE 3.2. LANDSCAPE FEATURES INVENTORY: ORANGE TURNPIKE – CONSTITUTION HWY (ROUTE 20) AND HILL-EWELL DRIVE (NORTH) WILDERNESS BATTLEFIELD** FREDERICKSBURG AND SPOTSYLVANIA NATIONAL MILITARY PARK

Feature Name with Drawing Key (Non-NPS in Italics)	Other Resource Inventory	FMSS Data (Location/Asset records)	Evaluation Status	Historical Data/Evaluation (Historic Period: 1864 - 1964)	Existing Conditions Photo Reference
LU-13. Hill-Ewell Drive Picnic Area			Contributing	<p><b>Context:</b> Historic Park Development</p> <p><b>History:</b> Developed ca. 1934 on east side of Hill-Ewell Drive immediately north of park drive's crossing over North Branch-Wilderness Run. At northeast corner of old Higginson Farm clearing. Picnic tables scattered in the clearing understory near run. Four rustic picnic tables, a stone-faced poured-concrete barbecue, and gable-roofed firewood shelter. Parking area delineated by log railings in old field to the north. In 1936, after completion of Hill-Ewell Drive, parking area was rebuilt on raised embankment. Picnic area also raised at this time with addition of fill supported along streambanks by rubble stone wall. Comfort stations (rustic-style pit-toilet latrines) also likely built at this time on hillside north of the parking area. Run widened to create pond. Picnic area closed ca. 1942 following US entry into WWII.</p> <p><b>Evaluation:</b> In 1976, park reopened the picnic area, probably related to need for additional parking at head of extended Federal Line Trail. In the reopened picnic area, tables are placed in woods north of the parking area, instead of historic location south of parking area along North Branch-Wilderness Run. The stone-faced poured-concrete barbecue was also removed. Parking area remains in historic location. Today, there are three picnic tables in a small clearing in the woods. The Federal Line Trail passes through the clearing as it approaches trailhead at parking area. The picnic area reflects historic NPS planning of the early period of park development.</p>	
<b>Circulation</b> (Plan Key: C)					
C-3. Lyons Lane			Non-contributing	<p><i>Lyons Lane is a private road leading from the Orange Turnpike (Route 3) in the north to the Lyons Farm, located near the southeastern corner of the historic Ellwood clearing. The private road's northern segment, which runs roughly east-west, follows the historic alignment of a segment of the Orange Turnpike which was bypassed in ca. 1921. The northern segment is addressed below as part of the Old Orange Turnpike. The remainder of the private road's alignment was created after the present-day Lyons Farm (former Tanner Farm) was subdivided from Ellwood in 1883. Today, Lyons Lane is a farm road surfaced with compacted earth and gravel.</i></p>	
C-4. Old Orange Turnpike (Lyons Lane Part and Brigadier's Way)	WI0273/ CRIS-HS: 007941 CRIS-AR: FRSP00172. 000	243320/ 1328819	Contributing	<p><b>Context:</b> Civil War</p> <p><b>History:</b> The Orange Turnpike was completed through the Wilderness between 1813 and 1820. The private toll road entered the Ellwood clearing from the east before making a turn toward the southwest immediately past the site of the Wilderness Tavern. The road then intersected with Germanna Plank Road before crossing Wilderness Run over a wooden bridge and then entering the woods west of the clearing. In ca. 1921, the segment of the Orange Turnpike between the Wilderness Tavern site and Wilderness Run was bypassed by a new alignment of Route 3 to the north. In ca. 1950, a realignment of the Orange Turnpike (Route 20) led to the abandonment of the segment of the road's historic alignment immediately west of Wilderness Run.</p> <p><b>Evaluation:</b> Following realignment of the Orange Turnpike in ca. 1921, the bypassed historic Orange Turnpike segment west of the Wilderness Tavern site and east of Wilderness Run became used primarily as a private access road to the Lyons (formerly</p>	

**TABLE 3.2. LANDSCAPE FEATURES INVENTORY: ORANGE TURNPIKE – CONSTITUTION HWY (ROUTE 20) AND HILL-EWELL DRIVE (NORTH) WILDERNESS BATTLEFIELD FREDERICKSBURG AND SPOTSYLVANIA NATIONAL MILITARY PARK**

Feature Name with Drawing Key (Non-NPS in Italics)	Other Resource Inventory	FMSS Data (Location/Asset records)	Evaluation Status	Historical Data/Evaluation (Historic Period: 1864 - 1964)	Existing Conditions Photo Reference
				<p>Tanner) Farm and was eventually renamed Lyons Lane. Near the historic Orange Turnpike–Germanna Plank Road intersection, Lyons Lane turns toward the south and follows a non-historic farm road leading to Lyons Farm. After the subsequent ca. 1950 realignment of the Orange Turnpike, the bypassed segment of the historic Orange Turnpike west of Wilderness Run became known as Brigadier’s Way. Today, Lyons Lane and Brigadiers Way (Route 720) follow the historic Orange Turnpike alignment and both reflect the historic battle-era character of the Wilderness Battlefield landscape. The Wilderness Crossing trail, connecting Ellwood to the Wilderness Tavern site, follows Brigadiers Way for part of its course and runs along the shoulder of Lyons Lane, which remains a private road. The portion of Lyons Lane that follows the historic Orange Turnpike alignment is located within inholding tract 04-220. Brigadier’s Way falls within the park’s fee boundary. Alexander Cemetery sits immediately south of Brigadiers Way, west of the Wilderness Crossing trail. To the north, Brigadiers Way is bordered by an open field. To the west, Brigadiers Way meets the current alignment of the Orange Turnpike (Route 20). The alignments of Lyons Lane and Brigadier’s Way reflect the historic route of the battle-era Orange Turnpike through the Wilderness Battlefield landscape.</p>	
C-5. Germanna Plank Road			Contributing	<p><b>Context:</b> Civil War  <b>History:</b> During the Civil War era, the Germanna Plank Road, a colonial road that was improved and extended east of Wilderness Run by 1853, passed through the clearing of the Ellwood and Woodville plantations. Immediately east of Wilderness Run, the 1853 extension intersected with the Orange Turnpike before proceeding south to terminate at Orange Plank Road, intersecting with Brock Road along the way. Following the Civil War, the portion of Germanna Plank Road east of Wilderness Run fell into disuse and was used primarily as an access road to the Link-Akins Farm.  <b>Evaluation:</b> Although the portion of Germanna Plank Road east of Wilderness Run was abandoned by 1927, the trace is still visible looking south from the Wilderness Crossing trail at the former intersection of the Orange Turnpike and Germanna Plank Road. A farm road through the former Link-Atkins Farm follows part of the abandoned Germanna Plank Road alignment. There are also traces visible in woods to the southeast outside the park boundary, running to Orange Plank Road through land owned by the American Battlefield Trust. The Germanna Plank Road trace reflects historic battle-era circulation patterns of the Wilderness Battlefield landscape.</p>	
C-6. Wilderness Tavern Site Access Rd/Parking Area		24022	Non-contributing (post-historic)	<p>At the Wilderness Tavern site, a 9-foot-wide paved asphalt drive allows drivers to turn off from Route 3 eastbound to view the building ruins and surrounding landscape. The turnoff was constructed soon after the park’s acquisition of the Wilderness Tavern site in 1978. At its western end, the access road/parking area meets Lyons Lane, which was historically a segment of the old Orange Turnpike. The access road/parking area was constructed outside of the period of significance and does not contribute to the landscape’s historic character. The access road/parking area is compatible as a contemporary visitor use feature.</p>	

**TABLE 3.2. LANDSCAPE FEATURES INVENTORY: ORANGE TURNPIKE – CONSTITUTION HWY (ROUTE 20) AND HILL-EWELL DRIVE (NORTH)  
WILDERNESS BATTLEFIELD FREDERICKSBURG AND SPOTSYLVANIA NATIONAL MILITARY PARK**

Feature Name with Drawing Key (Non-NPS in Italics)	Other Resource Inventory	FMSS Data (Location/Asset records)	Evaluation Status	Historical Data/Evaluation (Historic Period: 1864 - 1964)	Existing Conditions Photo Reference
C-7. Wilderness Crossing Trail		241714	Non-contributing (post-historic)	The Wilderness Crossing trail was completed in 2013 to provide a pedestrian connection between Ellwood and the Wilderness Tavern site. The 1.4-mile-long trail follows segments of two antebellum roads, including the former Ellwood entrance road and the old Orange Turnpike. Along its route, the trail crosses Wilderness Run over a timber bridge constructed between the sites of the antebellum Germanna Plank Road and Orange Turnpike bridges. Some portions of the trail run over dirt roads while others consist of approximately 10-foot-wide corridors mowed through areas of grass and woody vegetation. Along its easternmost portion, the trail runs along the shoulder of Lyons Lane, a private road that was historically a segment of the Orange Turnpike. The Wilderness Crossing Trail was constructed outside the period of significance and does not contribute to the landscape's historic character. Nevertheless, it is compatible as a contemporary visitor use feature.	
C-8. West Entrance Road			Non-contributing	See Cultural Landscape Report for Ellwood	
C-9. Barnyard Road			Contributing		
C-10. Lower Farm Road			Non-contributing		
C-11. Upper Farm Road			Non-contributing		
C-12. Garden Walk			Non-contributing		
C-13. Cemetery Trail			Non-contributing		
C-14. Path to Grant's Headquarters			Non-contributing (post-historic)	Following park acquisition of the site of Grant's Headquarters in the years following adoption of the park's 1968 master plan, the park created a trail leading from the northern shoulder of the Orange Turnpike to a clearing in the woods. The first approximately 50 feet of the path (which leads to the first of two interpretive waysides) is four feet-wide and surfaced with rubber mulch. The remainder of the path is surfaced with soil interspersed with tree roots and is approximately 3 feet wide.	
C-15. Gordon Flank Attack Trail		24067	Contributing	<p><b>Context:</b> Historic Park Development</p> <p><b>History:</b> Originally built as the Early Foot Trail in the 1930s. Designed as a loop trail northwest of Saunders Field along the maze of Confederate and Federal earthworks, including Early's Works. Trailhead was located near rustic visitor contact station constructed in 1935 immediately north of intersection of Orange Turnpike and Hill-Ewell Drive. The eastern portion of the loop trail followed a graded earth road built as a CCC utility road in ca. 1933. This segment of the trail was open to automobile traffic in the 1950s.</p> <p><b>Evaluation:</b> The Early Foot Trail was extended to the MISSION 66-era exhibit shelter in</p>	

**TABLE 3.2. LANDSCAPE FEATURES INVENTORY: ORANGE TURNPIKE – CONSTITUTION HWY (ROUTE 20) AND HILL-EWELL DRIVE (NORTH) WILDERNESS BATTLEFIELD FREDERICKSBURG AND SPOTSYLVANIA NATIONAL MILITARY PARK**

Feature Name with Drawing Key (Non-NPS in Italics)	Other Resource Inventory	FMSS Data (Location/ Asset records)	Evaluation Status	Historical Data/Evaluation (Historic Period: 1864 - 1964)	Existing Conditions Photo Reference
				<p>the northern portion of Saunders Field, probably following the 1968 widening of the Orange Turnpike, which removed access to the parking area at the former visitor contact station west of Saunders Field. Around the same time, the section of the trail that had been open to automobiles in the 1950s was transitioned back to pedestrian use. In the 1980s, the Early Foot Trail was renamed the Gordon Flank Attack Trail. Today, the portion of the trail through Saunders Field is approximately 3 feet-wide, paved with rubber mulch, and runs through a mown corridor. The portion of the trail that runs through the woods north of Saunders Field is surfaced with compacted earth. The lower part of the trail east of the exhibit shelter is 8 feet-wide and likely follows the alignment of the former CCC utility road. The portions of the Gordon Flank Attack Trail running through woods northwest of Saunders Field reflects the historic rustic landscape character of the early period of park development. The segment of the trail running through Saunders Field is post-historic.</p>	
C-16. Culpeper Mine Road Trace	WI0268/ CRIS-HS: 082148		Contributing	<p><b>Context:</b> Civil War  <b>History:</b> Culpeper Mine Road was constructed during the first half of the 19<sup>th</sup> century to provide access to the Culpeper Mine along the Rapidan River north of Wilderness Battlefield. It ran northeast through wooded areas between present-day Route 20 and Route 3, passing through Orange Grove, the Spotswood plantation, along its route (it was also referred to as Spotswood Road). During the 1863 Battle of Mine Run, it provided a route for Union reinforcements. During the Battle of the Wilderness, Sedgwick's 6<sup>th</sup> Corps (US) advanced southwest along Culpeper Mine Road, widening and improving the road for use. Fighting extended along the road during Gordon's Flank Attack. Culpeper Mine Road most likely fell out of use during early park development especially after it was cut off by construction of the Early Foot Trail (later renamed Gordon's Flank Attack Trail) in ca. 1935.  <b>Evaluation:</b> Today, a trace of the Culpeper Mine Road is visible in the woods east of Gordon's Flank Attack Trail, where it curves off the bridle trail. The trace runs to the northeast where it meets the park boundary at the edge of the Lake of the Woods subdivision. The Culpeper Mine Road fell out of use and transformed into a trace during the historic period. The existing trace reflects the historic character of the battle-era Wilderness Battlefield landscape.</p>	
C-17. Wilderness Battlefield Exhibit Shelter Parking Lot		24026	Contributing	<p><b>Context:</b> Historic Park Development  <b>History:</b> Parking area built in 1963 to service MISSION 66-era exhibit shelter built in same year. Located immediately north of Orange Turnpike (Route 20) in Saunders Field, which was wooded when the exhibit shelter and parking area were built. The asphalt-paved parking area was accessed by two entry drives from Route 20, edged by a concrete curb, and designed to hold ten cars and a bus. Wood bollards lined the parking area's southern edge. Immediately north of the parking area, a concrete sidewalk brought visitors to the exhibit shelter off the northeast corner of the parking area. The construction of the parking area resulted in the rerouting of a significant battle-era stream through a pipe and ditch.  <b>Evaluation:</b> Today, the parking area continues to serve the MISSION 66-era exhibit shelter and contains 1 ADA space, 8 other parking spaces, and 1 bus space. The parking</p>	

**TABLE 3.2. LANDSCAPE FEATURES INVENTORY: ORANGE TURNPIKE – CONSTITUTION HWY (ROUTE 20) AND HILL-EWELL DRIVE (NORTH) WILDERNESS BATTLEFIELD** FREDERICKSBURG AND SPOTSYLVANIA NATIONAL MILITARY PARK

Feature Name with Drawing Key (Non-NPS in Italics)	Other Resource Inventory	FMSS Data (Location/ Asset records)	Evaluation Status	Historical Data/Evaluation (Historic Period: 1864 - 1964)	Existing Conditions Photo Reference
				area reflects the modern, automobile-oriented character of the late historic park development at Wilderness Battlefield.	
C-18. Wilderness CCC Utility Road	WI0261b/ CRIS-HS: 082107	24015	Contributing	<p><b>Context:</b> Historic Park Development</p> <p><b>History:</b> Built as an access road from Orange Turnpike (Route 20) to the work yards of CCC camp NP-4 (MP-4) in the northern portion of Saunders Field in ca. 1933. Following the camp's closure in 1941, the road was preserved for access to the Utility Building in the camp's northwest corner, the only structure within the Wilderness CCC camp that the army did not demolish. The Utility Building was adapted as a park maintenance facility.</p> <p><b>Evaluation:</b> The CCC maintenance road continues to provide access to the Wilderness Utility Building in the woods immediately north of the present-day clearing at Saunders Field. The road is approximately 10 feet-wide, runs approximately 650 feet from Route 20 north to the Utility Building, and is surfaced with dirt and gravel. Water bars, recently installed, are visible in the road's surface. The Gordon Flank Attack Trail follows the maintenance road's alignment through Saunders Field, north of the exhibit shelter.</p>	
C-19. Exhibit Shelter Plaza and Sidewalk			Contributing	<p><b>Context:</b> Historic Park Development</p> <p><b>History:</b> Concrete sidewalk and plaza constructed in 1963 to provide pedestrian circulation between the MISSION 66-era exhibit shelter and the asphalt-paved parking area built at the same time, immediately north of the Orange Turnpike (Route 20) within the historic clearing of Saunders Field. The 8-foot-wide sidewalk was separated from the parking lot by a concrete curb.</p> <p><b>Evaluation:</b> The concrete plaza and sidewalk continue to provide pedestrian circulation between the parking area and exhibit shelter along Route 20 in the northern portion of Saunders Field. The features reflect the modern, automobile-oriented design of the late period of the park's development.</p>	
C-20. Federal Line Trail			Contributing	<p><b>Context:</b> Historic Park Development</p> <p><b>History:</b> Originally named Warren-Wadsworth Foot Trail. Rustic trail constructed ca. 1935 by CCC enrollees from camp NMP-4. Followed federal line between Orange Plank Road and Orange Turnpike (Route 20). Five-foot-wide trail bed ran beside remnants of Union earthworks through wooded areas for most of its length. Trailheads with pull-off parking areas built at both ends of trail. The trail's 2-mile-length featured wood footbridges, log and railroad tie steps, and other features to traverse terrain and cross streams including North Branch Wilderness Run and Widow Tapp Spring Drain. Built along a narrow strip of park land that mostly fell within the battle-era limits of the Ellwood plantation.</p> <p><b>Evaluation:</b> Since the end of the historic period, the Federal Line Trail (formerly Warren-Wadsworth Foot Trail) has undergone substantial changes. In 1968, the Route 20 trailhead parking area at the northern end of the trail was removed as part of a project to widen the state road. In ca. 1969, part of the Lake Wilderness subdivision was built immediately west of the trail and the Forest Walk subdivision was built immediately to the east, hemming in the trail between suburban housing lots for most of its length. In 1976, the trail was extended toward the west from its northern end to meet Hill-Ewell Drive at two trailheads, including one at the parking lot and picnic area immediately north of the park drive's crossing over the North Branch – Wilderness Run. Around this time the trail was renamed the Federal Line Trail. In the 1970s, portions of the trail, including footbridges, were repaired with the aid off the Youth Conservation Corps (YCC)</p>	

**TABLE 3.2. LANDSCAPE FEATURES INVENTORY: ORANGE TURNPIKE – CONSTITUTION HWY (ROUTE 20) AND HILL-EWELL DRIVE (NORTH) WILDERNESS BATTLEFIELD FREDERICKSBURG AND SPOTSYLVANIA NATIONAL MILITARY PARK**

Feature Name with Drawing Key (Non-NPS in Italics)	Other Resource Inventory	FMSS Data (Location/ Asset records)	Evaluation Status	Historical Data/Evaluation (Historic Period: 1864 - 1964)	Existing Conditions Photo Reference
				<p>and the Boy Scouts. In 2006, the park demolished the remnants of the ca. 1936 parking area at the trailhead along the north edge of Orange Plank Road. A different parking area for the Longstreet Wounding site on the south side of the road was enlarged. Today, the Federal Line Trail is 3.6 miles long one way. Despite modifications since the end of the historic period, the trail retains its historic rustic character.</p>	
C-21. Hill-Ewell Drive	WI0243a/ CRIS-HS: 082114	24016	Contributing	<p><b>Context:</b> Historic Park Development  <b>History:</b> First major park improvement made at Wilderness Battlefield, constructed between 1932 and 1937. Begun under War Department and completed by NPS. Initially named “Wilderness Park Road” but renamed after Confederate generals under NPS management. Constructed to follow earthworks along Confederate line between Route 20 in the north and Virginia Central Railway Corridor in south, intersecting with Orange Plank Road along its route. From Route 20, the drive followed a post-battle road to Higgerson Farm, then skirted eastern edges of Higgerson, Hall (Jones Field), and Chewing Farms, curved around Tapp Farm, crossed Orange Plank Road, and continued along southern extent of Hill’s works. Drive ended at dead end just short of Virginia Central Railway. When initially constructed, drive was 18 feet wide and 4.76 miles long. NPS widened road to 20 feet after assuming management in 1933. Construction of drive included grading of roadbed and shoulders, construction of drainage structures, earthen causeways at approaches to north and south branches of Wilderness Run, and temporary timber bridge over South Branch – Wilderness Run. Paved with liquid asphalt covered by gravel that was broomed and rolled. Road surface was laid over 8 in. thick base course of crushed stone. Soon after assuming management of park, NPS renamed portion of drive south of Orange Plank Road as Longstreet Drive and added turnaround to southern end of drive where it had previously dead ended. Local construction company contracted for road installation and CCC likely supplied labor for drainage and other secondary structures such as rustic log guiderails. Antebellum-style work fences built along Hill-Ewell Drive where it passed historic farm fields – part of NPS “scene restoration”. North end of Hill-Ewell Drive configured as triangle intersection with Route 20. In 1960s, Hill-Ewell Drive part of park automobile tour route.  <b>Evaluation:</b> In 1965, Hill-Ewell Drive was resurfaced with asphalt over original oiled gravel. CCC-built log guiderails may have been removed at this time. In 1968, the triangle intersection at the north end of the drive was removed as part of the widening of Route 20. In ca. 1969, part of the Lake Wilderness subdivision was built immediately east of Hill-Ewell Drive along most of its length. Suburban housing lots visible from road. Two access roads to subdivision from Hill-Ewell Drive were created across easements on park land. Today, Hill-Ewell drive remains a prominent park automobile circulation feature. The drive’s width is uniform 18-20 feet wide except for north end where it is 22-24 feet wide. The drive is surfaced with chip seal with a light stone top layer. Mowed shoulders of approximately 10 feet are maintained on both sides of drive along most of its length.</p>	

**TABLE 3.2. LANDSCAPE FEATURES INVENTORY: ORANGE TURNPIKE – CONSTITUTION HWY (ROUTE 20) AND HILL-EWELL DRIVE (NORTH) WILDERNESS BATTLEFIELD** FREDERICKSBURG AND SPOTSYLVANIA NATIONAL MILITARY PARK

Feature Name with Drawing Key (Non-NPS in Italics)	Other Resource Inventory	FMSS Data (Location/Asset records)	Evaluation Status	Historical Data/Evaluation (Historic Period: 1864 - 1964)	Existing Conditions Photo Reference
C-22. Confederate Line Walk to Earthworks			Non-contributing (post-historic)	Following the restoration of the Saunders Field clearing in the 1980s, a short path was created leading from a small parking area on the east shoulder of Hill-Ewell Drive to Ewell's Works along the west edge of the southern portion of Saunders Field. The path is surfaced with rubber mulch.	
C-23. Hill-Ewell Drive Picnic Area Parking Lot		36543	Contributing	<p><b>Context:</b> Historic Park Development</p> <p><b>History:</b> Built to serve Ewell Picnic Area, developed ca. 1934 on east side of Hill-Ewell Drive immediately north of park drive's crossing over North Branch – Wilderness Run. At northeast corner of old Higgerson Farm clearing. Parking area delineated by log railings in old field to the north of picnic area. In 1936, after completion of Hill-Ewell Drive, parking area was rebuilt on raised embankment. Picnic area also raised at this time with addition of fill supported along streambanks by rubble stone wall. Picnic area closed ca. 1942 following US entry into WWII.</p> <p><b>Evaluation:</b> In 1976, park reopened the picnic area and parking lot, probably related to need for additional parking at head of extended Federal Line Trail. In the reopened picnic area, tables are placed in woods north of the parking area, instead of historic location south of parking area along North Branch – Wilderness Run. Parking area remains in historic location. Today, there are three picnic tables in a small clearing in the woods. The Federal Line Trail passes through the clearing as it approaches trailhead at parking area. Today, the parking area is surfaced with gravel, contains 5-6 spaces, and is lined by non-historic wood bollards on its southeast side. The Ewell Picnic Area Parking Lot contributes to the historic rustic landscape character of the early period of park development.</p>	
C-24. Higgerson Farm House Lane	CRIS-HS: 082106	24072	Contributing/ Non-contributing (post-historic)	<p><b>Context:</b> Civil War</p> <p><b>History:</b> In 1864, Higgerson Farm, also known as "Spring Hill", was a farm of 157 acres located deep in woods south of the Orange Turnpike. A road extending south from the Orange Turnpike, west of Saunders Field, passed through the farm, providing access to the clearing. In 1867, the entrance road to the farm was shifted toward the east, approximately following the path of the Confederate line earthworks. In ca. 1933, after the park began construction of Hill-Ewell Drive in 1932, the post-battle entrance road was abandoned and a new, short drive was constructed east from the Higgerson House, which was still in private ownership, to the new park drive. The Higgerson House burned in 1936 and the ca. 1933 lane fell out of regular use.</p> <p><b>Evaluation:</b> In September 1975, the park acquired 42.95 acres of the northern portion of the historic Higgerson Farm, including the antebellum clearing, the ruins of the antebellum Higgerson House, and the ca. 1933 lane leading to the farm ruins. Today, the lane is a 10-foot-wide, approximately 800-foot-long, sod-covered, sunken road trace running west from Hill-Ewell Drive to the house ruins. Along its course between Hill-Ewell Drive and the farmstead ruins, the lane passes between two fields that are cultivated</p>	

**TABLE 3.2. LANDSCAPE FEATURES INVENTORY: ORANGE TURNPIKE – CONSTITUTION HWY (ROUTE 20) AND HILL-EWELL DRIVE (NORTH) WILDERNESS BATTLEFIELD FREDERICKSBURG AND SPOTSYLVANIA NATIONAL MILITARY PARK**

Feature Name with Drawing Key (Non-NPS in Italics)	Other Resource Inventory	FMSS Data (Location/Asset records)	Evaluation Status	Historical Data/Evaluation (Historic Period: 1864 - 1964)	Existing Conditions Photo Reference
				under agricultural lease. A cable gate sits at the entrance to the lane from Hill-Ewell Drive. The western end of the Higgerson Farm house lane follows the alignment of an antebellum road segment that led to the former Higgerson House. This western segment reflects the historic Civil War-era character of the landscape. However, the remainder of the lane connecting to Hill-Ewell Drive was created in ca. 1933, when the Higgerson Farm was outside the park boundary. This eastern portion of the lane does not contribute to the landscape's historic character. <sup>1</sup>	
C-25. General Jenkins Drive Intersection			Non-contributing (post-historic)	General Jenkins Drive provides access from Hill-Ewell Drive to two private residential lots west of the park drive, identified as Inholding Tracts 04-147 and 04-149. Historically, the Inholding Tract areas were located within woods at southern end of antebellum Higgerson Farm. General Jenkins Drive was created sometime after 1945 and intersects with Hill-Ewell Drive within park boundary at southern edge of Higgerson Farm clearing.	
<b>Topography</b> (Plan Key: T)					
T-1. House Grounds Terrace			Contributing	See Cultural Landscape Report for Ellwood	
T-2. Sedgwick's Works	WI0265/ CRIS-HS: 007939 CRIS-AR: FRSP00161	44079/ 17562	Contributing	<p><b>Context:</b> Civil War</p> <p><b>History:</b> During the Battle of the Wilderness in May 1864, Sedgwick's 6<sup>th</sup> Corps (US) constructed earthworks between the Orange Turnpike (Route 20) and Germanna Plank Road (Route 3), running east of and roughly parallel to Keaton's Run through woods on the antebellum Woodville plantation. At the Orange Turnpike, Sedgwick's Works met works built by Warren's 5<sup>th</sup> Corps which continued to the south. By the end of the 19<sup>th</sup> century, the site of Sedgwick's Works remained wooded but had been subdivided into three different private parcels. The strip of land containing Sedgwick's Works, including a shorter segment north of Germanna Plank Road, was acquired by the War Department in 1931 as part of initial park landholdings. In 1934, the Wright-Humphreys Foot Trail was constructed along the eastern edge of the works, with a trailhead at Orange Turnpike opposite the Warren-Wadsworth Foot Trail trailhead. During the 1930s, CCC crews treated battle-era earthwork remains by cleaning up debris, removing shrubs, and pruning trees to increase visibility for park visitors. Surviving earthworks were also sodded with native fescue grasses to prevent erosion. Vegetation management on earthworks declined following the start of World War II.</p> <p><b>Evaluation:</b> Beginning in 1967, the Lake of the Woods subdivision was constructed immediately north of Sedgwick's Works, probably destroying small, outlying portions of the earthworks which extended outside the park boundary. In 1968, the park abandoned the Wright-Humphreys Foot Trail along the works. In 1973, the park alienated</p>	See Drawing 3.2

**TABLE 3.2. LANDSCAPE FEATURES INVENTORY: ORANGE TURNPIKE – CONSTITUTION HWY (ROUTE 20) AND HILL-EWELL DRIVE (NORTH) WILDERNESS BATTLEFIELD** FREDERICKSBURG AND SPOTSYLVANIA NATIONAL MILITARY PARK

Feature Name with Drawing Key (Non-NPS in Italics)	Other Resource Inventory	FMSS Data (Location/ Asset records)	Evaluation Status	Historical Data/Evaluation (Historic Period: 1864 - 1964)	Existing Conditions Photo Reference
				approximately ten acres north of Germanna Plank Road, containing the northern end of Sedgwick's Works. Today, Sedgwick's Works extend for approximately 1 mile through successional growth forest. They consist of an approximately 3-ft.-high, 5-ft.-wide earthen parapet faced with a 3-ft.-wide, 2-ft.-deep outer trench. Artillery emplacements are interspersed throughout the line and a salient is built into the southern portion of the line, which is fronted by a 5-ft.-wide, 4-ft.-deep outer trench. Sedgwick's Works are not currently accessible to park visitors. These earthworks have been referred to as the Culpeper Mine Works in CRIS-HS (formerly LCS), however the 2018 updated National Register registration form calls them Sedgwick's Works. The works reflect the historic character of the battle-era landscape.	
T-3. Early's Works	WI0270/ CRIS-HS: 007937 CRIS-AR: FRSP00152	44079/ 17566	Contributing	<p><b>Context:</b> Civil War, Historic Park Development</p> <p><b>History:</b> During the Battle of the Wilderness in May 1864, Ewell's 2<sup>nd</sup> Corps (CS) under command of Brigadier General Jubal Early, constructed a line of earthworks running roughly northwest from the Orange Turnpike (Route 20) in woods west and north of Saunders Field. Following Gordon's flank attack on May 6, two additional lines of entrenchments were built almost perpendicular to the original line, intersecting with Union earthworks which had been abandoned. In 1931, the War Department acquired about 170 acres containing Early's Works, the largest contiguous parcel within the park's initial landholdings. In ca. 1935, the Early Foot Trail was built as a loop trail along Early's works. In 1936, the log walls and earthen parapets of a gun pit and a section of trench was rebuilt on a small area of the works north of CCC-era visitor contact station. Abatis was laid down in front of parapets. During the 1930s, CCC crews treated battle-era earthwork remains by cleaning up debris, removing shrubs, and pruning trees to increase visibility for park visitors. Surviving earthworks were also sodded with native fescue grasses to prevent erosion. Vegetation management on earthworks declined following the start of World War II.</p> <p><b>Evaluation:</b> Beginning in 1967, the Lake of the Woods subdivision was constructed immediately north of Early's Works, surrounding the northern portions of the works to the north, east, and west. By the 1980s, the Early Foot Trail was renamed the Gordon Flank Attack Trail. The trail continues to run along Early's works today. The 1936 reconstructed portion of the works was likely maintained until the 1960s but has fallen into disrepair in recent decades. Today, Early's Works stretch north from Orange Turnpike (Route 20) to the park's boundary with the Lake of the Woods subdivision. The linear earthworks consist of a 5-to-8-ft.-high by 5-ft.-wide parapet fronted by a 3-ft.-deep, 5-ft.-wide trench. The works reflect the historic character of the battle-era landscape and the early period of park development.</p>	See Drawing 3.2
T-5. Federal Line Earthworks	WI0272/ CRIS-HS: 007940 CRIS-AR: FRSP00157	44079/ 17563	Contributing	<p><b>Context:</b> Civil War</p> <p><b>History:</b> During the Battle of the Wilderness, earthworks were constructed along the federal line across outlying hillside pastures and wooded areas of the Ellwood plantation, south and west of the main house. The earthworks, which stretched nearly the entire distance between the Orange Turnpike in the north and the Orange Plank Road in the south, were constructed by Warren's 5<sup>th</sup> Corps and Burnside's 9<sup>th</sup> Corps. Earthworks typically consisted of a trench backed by an earthen parapet with a steep, vertical rear side supported by log walls with log braces. By 1931, when the War Department,</p>	See Drawing 3.2

**TABLE 3.2. LANDSCAPE FEATURES INVENTORY: ORANGE TURNPIKE – CONSTITUTION HWY (ROUTE 20) AND HILL-EWELL DRIVE (NORTH) WILDERNESS BATTLEFIELD** FREDERICKSBURG AND SPOTSYLVANIA NATIONAL MILITARY PARK

Feature Name with Drawing Key (Non-NPS in Italics)	Other Resource Inventory	FMSS Data (Location/ Asset records)	Evaluation Status	Historical Data/Evaluation (Historic Period: 1864 - 1964)	Existing Conditions Photo Reference
				<p>following the Antietam system of battlefield preservation, acquired the narrow strip of land encompassing the federal line, the surrounding forest had closed in on the remains of the earthworks. In ca. 1935, the Warren-Wadsworth Foot Trail (later Federal Line Trail) was constructed along the federal line, parallel to the remnant earthworks. During this period, CCC crews also treated battle-era earthwork remains by cleaning up debris, removing shrubs, and pruning trees to increase visibility for park visitors. Surviving earthworks were also sodded with native fescue grasses to prevent erosion. Following discontinuation of CCC activities at the park in 1941, woody vegetation likely became reestablished on the earthwork remains.</p> <p><b>Evaluation:</b> Beginning in ca. 1969, the Federal Line Earthworks became hemmed in on both sides by suburban development. Briefly in the 1980s, Youth Conservation Corps (YCC) enrollees were put to work clearing approximately 9 miles of earthworks at Wilderness Battlefield. Over the following years, woody vegetation again became established on the historic features. Remnants of the federal line earthworks are still visible today from the Federal Line Trail (formerly Warren-Wadsworth Foot Trail) but are often obscured by vegetation or diminished by erosion. The curvilinear, discontinuous earthworks stretch for approximately 2 miles and typically consist of an earthen parapet, 2' to 3' tall and 3' to 5' wide, faced with a 1' to 2' wide, 1' deep outer trench. The remains of the federal line earthworks reflect the historic character of the Wilderness Battlefield landscape during the 1864 conflict.</p>	
T-6. Ewell's Works	WI0244/ CRIS-HS: 007935 CRIS-AR: FRSP00166	44079/ 17564	Contributing	<p><b>Context:</b> Civil War</p> <p><b>History:</b> During the Battle of the Wilderness in May 1864, Ewell's 2<sup>nd</sup> Corps (CS) constructed a line of earthworks running south from the Orange Turnpike (Route 20) immediately west of Saunders Field through woods to the southern end of the Higgerson Farm clearing. The entrenchments along Saunders Field included artillery emplacements and a double line of earthworks. In the decades following the battle, the portion of Ewell's works between the Orange Turnpike and the Higgerson Farm clearing became enclosed by woods. In 1870, the works running through the Higgerson Farm clearing were levelled by the farm's owners. In 1931, the War Dept. acquired the western edge of the southern part of Saunders Field, where a portion of Ewell's works were located, for incorporation into the park. Beginning in 1932, Hill-Ewell Drive was constructed along the Confederate line south from the Orange Turnpike. The park drive's northernmost portion ran immediately west of Ewell's works, following the entrenchments. During the 1930s, CCC crews treated battle-era earthwork remains by cleaning up debris, removing shrubs, and pruning trees to increase visibility for park visitors. Surviving earthworks were also sodded with native fescue grasses to prevent erosion. At northwest corner of southern part of Saunders Field, woods were thinned in ca. 1933, allowing for views of Ewell's works near the intersection of the Orange Turnpike and Hill-Ewell Drive. Following discontinuation of CCC activities at the park in 1941, woody vegetation likely became reestablished on the earthwork remains.</p> <p><b>Evaluation:</b> Widening of the Orange Turnpike (Route 20) in 1968 destroyed some of Ewell's works. As part of historic scene restoration in Saunders Field, trees were removed from Ewell's works west of the historic clearing in ca. 1983. Around the same time, a wooden bridge was built over the works to allow visitors to get to Saunders Field from</p>	

**TABLE 3.2. LANDSCAPE FEATURES INVENTORY: ORANGE TURNPIKE – CONSTITUTION HWY (ROUTE 20) AND HILL-EWELL DRIVE (NORTH) WILDERNESS BATTLEFIELD** FREDERICKSBURG AND SPOTSYLVANIA NATIONAL MILITARY PARK

Feature Name with Drawing Key (Non-NPS in Italics)	Other Resource Inventory	FMSS Data (Location/Asset records)	Evaluation Status	Historical Data/Evaluation (Historic Period: 1864 - 1964)	Existing Conditions Photo Reference
				Hill-Ewell Drive. Today, the northern portion of Ewell's Works are visible within an area of mowed grass along Hill-Ewell Drive at the western edge of the southern part of Saunders Field. South of Saunders Field, the works are covered with low brush and successional-growth forest along the eastern edge of Hill-Ewell Drive. The southernmost end of the main line of works nearly meets the Hill-Ewell Picnic Area. A discontinuous segment of Ewell's works is located immediately west of Hill-Ewell Drive, south of the Higgerson Farm clearing. They consist of a 3 to 5-ft.-high, 5-ft.-wide, parapet fronted by a 3-ft.-deep, 5-ft.-wide trench. The remains of Ewell's works contribute to the historic Civil War-era character of Wilderness Battlefield.	
<b>Vegetation</b> (Plan Key: V)					
V-1. Catalpa Witness Tree			Contributing	See Cultural Landscape Report for Ellwood	
V-2. House Grounds Specimen Trees			Non-contributing		
V-3. Cemetery Grove			Contributing		
V-4. Garden Plantings			Non-contributing		
V-5. Osage-Orange Hedgerow			Non-contributing		
V-6. West Entrance Road Trees			Non-contributing		
V-7. Exhibit Shelter Plantings			Contributing	<p><b>Context:</b> Historic Park Development</p> <p><b>History:</b> In ca. 1963, plantings of Japanese holly, flowering dogwood, and periwinkle were installed in beds surrounding the Wilderness Battlefield exhibit shelter and the adjacent plaza.</p> <p><b>Evaluation:</b> Today, plantings of Japanese holly and flowering dogwood remain in the beds around the Wilderness Battlefield exhibit shelter and the adjacent plaza. The exhibit shelter plantings reflect the historic MISSION 66-era landscape character of the park.</p>	
V-8. Exhibit Shelter Grove			Contributing	<p><b>Context:</b> Historic Park Development</p> <p><b>History:</b> When the Wilderness Battlefield exhibit shelter was built within the battle-era limits of Saunders Field north of the Orange Turnpike (Route 20) in 1963, several mature canopy trees were preserved to maintain a grove surrounding the building and the adjacent plaza, sidewalk, and parking area. Species within the grove included willow oak, red oak, and red maple. Most of Saunders Field had grown up in woods since the late 19<sup>th</sup> century and clearings related to CCC camp NP-4 (MP-4) had reverted to successional growth following the camps demolition by the U.S. Army in 1943.</p> <p><b>Evaluation:</b> In the 1980s, the park cleared woods at Saunders Field to approximate the historic clearing's battle-era limits. The exhibit shelter grove was preserved despite being</p>	

**TABLE 3.2. LANDSCAPE FEATURES INVENTORY: ORANGE TURNPIKE – CONSTITUTION HWY (ROUTE 20) AND HILL-EWELL DRIVE (NORTH) WILDERNESS BATTLEFIELD FREDERICKSBURG AND SPOTSYLVANIA NATIONAL MILITARY PARK**

Feature Name with Drawing Key (Non-NPS in Italics)	Other Resource Inventory	FMSS Data (Location/Asset records)	Evaluation Status	Historical Data/Evaluation (Historic Period: 1864 - 1964)	Existing Conditions Photo Reference
				located near the center of the historic clearing. Today, the mature trees of the exhibit shelter grove continue to shade the exhibit shelter and adjacent plaza, sidewalk, and parking area. The grove reflects the historic landscape character of the MISSION 66-era of park development.	
V-9. Saunders Field South Oak Grove			Non-contributing (post historic)	<p><b>Context:</b> Historic Park Development</p> <p><b>History:</b> As part of the park's initial landholdings in ca. 1931, the War Dept. acquired a wooded strip along the western edge of battle-era Saunders Field containing a section of Ewell's Works immediately south of the Orange Turnpike (Route 20). Beginning in 1932, the park built the northern end of Hill-Ewell Drive immediately to the west. In ca. 1933, the park began clearing the understory around the Orange Turnpike intersection with Hill-Ewell Drive, including on the wooded parcel containing Ewell's works to the east. Many mature canopy trees were left in place. During and after World War II, park maintenance of clearings likely declined.</p> <p><b>Evaluation:</b> As part of the park's efforts to reestablish the historic limits of Saunders Field in 1983-1984, trees and other vegetation were removed from Ewell's works along the western edge of the southern portion of Saunders Field. Between the earthworks and Hill-Ewell Drive to the west, a grove of mature oak trees has been preserved. The trees stand in an area of mowed turf and shade a short, rubber-mulch trail leading to the Confederate works from a small parking area at the edge of Hill-Ewell Drive. The grove reflects the historic landscape character of the early CCC-era of park development.</p>	
V-10. Higgerson Farm Lane Cedar Allée			Non-contributing (post-historic)	In ca. 1933, after the park began construction of Hill-Ewell Drive in 1932, the post-battle entrance road to Higgerson Farm, which had extended south from the Orange Turnpike, was abandoned and a new, short farm lane was constructed from the Higgerson House, which was still in private ownership, east to the new park drive. Soon after, an alle of cedars was planted along the farm lane. The Higgerson House burned in 1936 and the ca. 1933 lane fell out of regular use. In September 1975, the park acquired 42.95 acres of the northern portion of the historic Higgerson Farm, including the ca. 1933 lane leading to the farmstead ruins. The cedar allee continues to flank the ca. 1933 farm lane. The spacing of the cedar trees is denser near the lane's intersection with Hill-Ewell Drive.	
<b>Buildings and Structures</b> (Plan Key: BS)					
BS-1. Wilderness Tavern Outbuilding Hearth Shelter			Non-contributing (post-historic)	Following the destruction of the Wilderness Tavern dependency by fire in 1978, the park constructed a wood pavilion with a shingle roof to protect the surviving remnants of the building's brick hearth. The shelter was constructed outside the period of significance but is compatible as a preservation feature.	

**TABLE 3.2. LANDSCAPE FEATURES INVENTORY: ORANGE TURNPIKE – CONSTITUTION HWY (ROUTE 20) AND HILL-EWELL DRIVE (NORTH) WILDERNESS BATTLEFIELD** FREDERICKSBURG AND SPOTSYLVANIA NATIONAL MILITARY PARK

Feature Name with Drawing Key (Non-NPS in Italics)	Other Resource Inventory	FMSS Data (Location/ Asset records)	Evaluation Status	Historical Data/Evaluation (Historic Period: 1864 - 1964)	Existing Conditions Photo Reference
BS-2. Link-Atkins Dairy Barn			Non-contributing (post-historic)	In ca. 2012, the park acquired 31 acres of the former Link-Atkins farm, including the former dairy barn. Over the years following the acquisition, other structures on the former farm were removed. Today, the former dairy barn is the only remaining former farm building except for a few smaller outbuildings surrounding it. The surviving Link-Atkins farm building was constructed outside the period of significance and does not contribute to the landscape's historic character.	
<i>BS-3. Lyons Farm Buildings</i>			Non-contributing (post-historic)	The farm buildings standing on the portion of the Lyons farm that falls within the park's legislated boundary were constructed between the late-19 <sup>th</sup> and late-20 <sup>th</sup> centuries, following the 1883 subdivision of the eastern half of the Ellwood clearing, which encompasses most of the present-day Lyons farm. Today, the Lyons farm buildings are visible to the east from Ellwood. They sit on a portion of the Lyons farm that falls within Parcel 04-134, a park inholding, and were constructed outside the period of significance. The Lyons farm buildings do not contribute to the landscape's historic character.	
BS-4. Wilderness Crossing Trail Bridge		241714/1267592	Non-contributing (post-historic)	The Wilderness Crossing Trail bridge was completed in 2013 to carry the Wilderness Crossing Trail across Wilderness Run. The wooden bridge is approximately 8-feet-wide and 90-feet-long and features railings approximately 4.5-feet-tall. The bridge is located between the historic sites of two bridges that carried the Orange Turnpike and Germanna Plank Road across Wilderness Run during the historic period until they were abandoned as part of the 1921 Route 3 bypass project. The Wilderness Crossing Trail bridge was constructed outside the period of significance but is compatible as a park visitor use feature.	
BS-5. Ellwood House	NR: WI10235a CRIS-HS: 007951		Contributing	See Cultural Landscape Report for Ellwood	
BS-6. Farm Office	NR: WI10235d CRIS-HS: 082111		Non-contributing		
BS-7. Granary	NR: WI10235d		Non-contributing		
BS-8. Brooder House (Restrooms and	NR: WI10235d		Non-contributing		

**TABLE 3.2. LANDSCAPE FEATURES INVENTORY: ORANGE TURNPIKE – CONSTITUTION HWY (ROUTE 20) AND HILL-EWELL DRIVE (NORTH) WILDERNESS BATTLEFIELD FREDERICKSBURG AND SPOTSYLVANIA NATIONAL MILITARY PARK**

Feature Name with Drawing Key (Non-NPS in Italics)	Other Resource Inventory	FMSS Data (Location/Asset records)	Evaluation Status	Historical Data/Evaluation (Historic Period: 1864 - 1964)	Existing Conditions Photo Reference
Maintenance Facility)					
BS-9. Wilderness Battlefield Exhibit Shelter, 35347 Route 20	WI0259	24005	Contributing	<p><b>Context:</b> Historic Park Development</p> <p><b>History:</b> Completed in 1963 as part of MISSION 66-era park improvements. Designed in modernist style by NPS Eastern Office, Design and Construction, led by Chief Architect Robert E. Smith. Located along Orange Turnpike (Route 20) in northern portion of historic Saunders Field clearing, facing west. Similar to new visitor centers and exhibit shelters at other FRSP units, featuring very low gable roofs, steel frames, and brick walls laid in a common bond. Built as open-air structure featuring front gathering space with no walls and a battlefield map and a rear section enclosed by three brick walls containing exhibits. The structure was complemented by a concrete plaza and sidewalk connecting it to an asphalt-paved parking area with two access drives from Route 20.</p> <p><b>Evaluation:</b> The exhibit shelter continues to serve visitors to Wilderness Battlefield and retains its historic MISSION 66-era character. The building faces west. It reflects the modern style of the late period of historic park development.</p>	
BS-10. Wilderness CCC Utility Building	WI0261a/ CRIS-HS: 082112	24001	Contributing	<p><b>Context:</b> Historic Park Development</p> <p><b>History:</b> Constructed in 1937 by enrollees from Wilderness CCC camp NP-4. Located in woods approximately 200 yards northwest of camp. Built in standard rustic-style park design used at other FRSP park units. One-story building faces southwest and features six garage bays, clapboard siding, and two wings on northwest and southeast sides of building. Following 1941 closure of camp, the Utility Building was the only CCC camp structure not razed by army in 1943. Transitioned to use as permanent park maintenance facility.</p> <p><b>Evaluation:</b> The Utility Building continues to serve as a park maintenance facility. The structure retains its historic appearance, although the windows are no longer in place and a new metal roof has been installed. The Utility Building reflects the historic rustic style of the early period of park development.</p>	
BS-11. Hill-Ewell Drive, NPS Bridge over Trenches	WI0245		Non-contributing (post-historic)	In 1987, the park built a wooden bridge over the Confederate earthworks along Hill-Ewell Drive at the western edge of Saunders Field to allow visitors to reach Saunders Field.	
BS-12. Footbridge over North Branch–Wilderness Run			Unevaluated	When the Federal Line Trail (originally Warren-Wadsworth Foot Trail) was constructed in ca. 1935 by CCC enrollees from camp NP-4, the trail's 2-mile-length featured wooden footbridges, log and railroad tie steps, and other features to traverse terrain and cross streams. At the North Branch-Wilderness Run, a substantial bridge with stone abutments, log stringers, and log railings was built to carry the trail over the waterway. During the MISSION 66 era, the rustic bridge was likely replaced. In the 1970s, the Youth Conservation Corps may have renovated or rebuilt the MISSION 66-era bridge. Further research is required to determine if any features of the historic CCC-era and MISSION 66-era bridges remain in place.	
BS-13. Footbridge over			Unevaluated	When Federal Line Trail (originally Warren-Wadsworth Foot Trail) was constructed in ca. 1935 by CCC enrollees from camp NP-4, the trail's 2-mile-length featured wooden	See Drawing 3.2

**TABLE 3.2. LANDSCAPE FEATURES INVENTORY: ORANGE TURNPIKE – CONSTITUTION HWY (ROUTE 20) AND HILL-EWELL DRIVE (NORTH) WILDERNESS BATTLEFIELD** FREDERICKSBURG AND SPOTSYLVANIA NATIONAL MILITARY PARK

Feature Name with Drawing Key (Non-NPS in Italics)	Other Resource Inventory	FMSS Data (Location/ Asset records)	Evaluation Status	Historical Data/Evaluation (Historic Period: 1864 - 1964)	Existing Conditions Photo Reference
South Branch–Wilderness Run				<p>footbridges, log and railroad tie steps, and other features to traverse terrain and cross streams. At the South Branch–Wilderness Run, a substantial bridge with stone abutments, log stringers, and log railings was built to carry the trail over the waterway. During the MISSION 66 era, the rustic bridge was likely replaced, although the CCC-era stone abutments were retained. In the 1970s, the Youth Conservation Corps may have renovated or rebuilt the MISSION 66-era bridge. Further research is required to determine if any features of the historic CCC-era and MISSION 66-era bridges remain in place.</p>	
BS-14. Hill-Ewell Drive Culverts and Lined Ditches	WI0243b/ CRIS-HS: 082115	24016/ 17560, 68924	Contributing	<p><b>Context:</b> Historic Park Development  <b>History:</b> Accompanying the construction of Hill-Ewell Drive from 1932 to 1937, a series of stone-faced culverts and stone-lined drainage ditches were built along the edges of the roadbed to provide drainage. These structures included rectangular ashlar culvert headwalls. At the drive's crossing with North Branch – Wilderness Run, retaining walls were built to support an earthen causeway and a large concrete box culvert. Most of these structures were probably built by enrollees from CCC camp NP-4.  <b>Evaluation:</b> Today, 22 stone-faced culverts and 4 stone-lined ditches constructed during the 1930s are located along Hill-Ewell Drive and continue to provide drainage for the park road. The earthen causeway with stone retaining walls and concrete box culvert also remain in place. These structures reflect the historic landscape character of the early era of park development.</p>	 
BS-15. Hill-Ewell Drive Tree Rings	WI0243d/ CRIS-HS: 082119		Contributing	<p><b>Context:</b> Historic Park Development  <b>History:</b> Accompanying the construction of Hill-Ewell Drive from 1932 to 1937, a series of stone-lined tree rings was constructed in areas of mowed grass along the shoulders of the park drive where the grade was raised. These structures were probably built by enrollees from CCC camp NP-4.  <b>Evaluation:</b> Today, 23 stone-lined tree rings built in the 1930s are located along Hill-Ewell Drive, mostly near the drive's north end. The Hill-Ewell Drive tree rings reflect the historic landscape character of the early period of park development.</p>	
<b>Views and Vistas</b> (Plan Key: VV)					
VV-1. East View from House			Contributing	See Cultural Landscape Report for Ellwood	

**TABLE 3.2. LANDSCAPE FEATURES INVENTORY: ORANGE TURNPIKE – CONSTITUTION HWY (ROUTE 20) AND HILL-EWELL DRIVE (NORTH) WILDERNESS BATTLEFIELD FREDERICKSBURG AND SPOTSYLVANIA NATIONAL MILITARY PARK**

Feature Name with Drawing Key (Non-NPS in Italics)	Other Resource Inventory	FMSS Data (Location/ Asset records)	Evaluation Status	Historical Data/Evaluation (Historic Period: 1864 - 1964)	Existing Conditions Photo Reference
VV-2. East View from Ellwood Cemetery			Contributing		
VV-3. Firing Line from Ewell's Works			Contributing	<p><b>Context:</b> Civil War</p> <p><b>History:</b> During the Battle of the Wilderness in May 1864, Ewell's 2<sup>nd</sup> Corps (CS) constructed a line of earthworks running south from the Orange Turnpike (Route 20) immediately west of Saunders Field through woods to the southern end of the Higgerson Farm clearing. The entrenchments along Saunders Field included artillery emplacements and a double line of earthworks defending the Confederate line from Union positions to the east.</p> <p><b>Evaluation:</b> As part of historic scene restoration in Saunders Field, trees were removed from Ewell's works west of the historic clearing in ca. 1983. Today, the northern portion of Ewell's Works can be reached within an area of mowed grass along Hill-Ewell Drive at the western edge of the southern part of Saunders Field. Looking east from the works, visitors can view the general Confederate firing line from the 1864 battle. The view from Ewell's works reflects the historic character of the battle-era landscape.</p>	
<b>Small-Scale Features</b> (Plan Key: SSF)					
SS-5. Wilderness Tavern Ruin Split Rail Fences			Non-contributing (post-historic)	<p>Following acquisition of the former Wilderness Tavern site in 1978, the park installed a wooden split-rail fence surrounding the ruins of the tavern dependency, which had been destroyed by fire soon after park acquisition. A separate fence was built in the same style along the northern edge of the adjacent asphalt-paved pull-off parking area/ access road beside the Orange Turnpike (Route 3). The fences, which feature two rails, were constructed outside the period of significance but are compatible with the landscape's historic character.</p>	
SS-6. Cattle Grate, Wilderness Run			Non-contributing (post-historic)	<p>A metal cattle grate spans Wilderness Run south of the wooden bridge that carries the Wilderness Crossing trail over the waterway. The grate is presumed to be related to the post-historic Lyons Farm.</p>	
SS-7. Stonewall Jackson Arm Monument	NR: WI10235g CRIS-HS: 00794		Contributing	See Cultural Landscape Report for Ellwood	
SS-8. West Entrance Gate			Non-contributing		

**TABLE 3.2. LANDSCAPE FEATURES INVENTORY: ORANGE TURNPIKE – CONSTITUTION HWY (ROUTE 20) AND HILL-EWELL DRIVE (NORTH) WILDERNESS BATTLEFIELD** FREDERICKSBURG AND SPOTSYLVANIA NATIONAL MILITARY PARK

Feature Name with Drawing Key (Non-NPS in Italics)	Other Resource Inventory	FMSS Data (Location/Asset records)	Evaluation Status	Historical Data/Evaluation (Historic Period: 1864 - 1964)	Existing Conditions Photo Reference
SS-9. Barnyard Wellhead			Non-contributing		
SS-11. Wilderness Battlefield Exhibit Shelter Flagpole		22936/ 1332731	Contributing	<p><b>Context:</b> Historic Park Development</p> <p><b>History:</b> Installed to complement the MISSION 66-era exhibit shelter completed in 1963. The unpainted, aluminum flagpole was placed near the northwest corner of the concrete plaza in front of exhibit shelter.</p> <p><b>Evaluation:</b> The flagpole continues to stand in its historic location near the edge of the exhibit shelter plaza. It retains its historic character.</p>	
SS-12. 140th New York Infantry Monument	WI0258/ CRIS-HS: 082113	24047	Non-contributing (post-historic)	<p>Dedicated May 7, 1989 on occasion of the 125<sup>th</sup> anniversary of the Battle of the Wilderness. Placed along the Gordon Flank Attack Trail within Saunders Field, approximately 300 feet west of the Wilderness Battlefield exhibit shelter. The monument is a 4'-high, 1'-wide granite slab on a concrete foundation and commemorates the 140<sup>th</sup> New York Volunteers, a Zouave unit of Warren's 5<sup>th</sup> Corps (US) who participated in the May 5, 1864 attack on Ewell's line.</p>	
SS-13. CCC Utility Building Chain Link Fence			Unevaluated	<p><b>Context:</b> Historic Park Development</p> <p><b>History:</b> The Wilderness CCC Utility Buildings was constructed in 1937 by enrollees from Wilderness CCC camp NP-4. Located in woods approximately 200 yards northwest of camp. Following 1941 closure of camp, the Utility Building was the only CCC camp structure not razed by army in 1943. Transitioned to use as permanent park maintenance facility. The rustic-style building was accompanied by a maintenance yard to its west. Sometime after 1945, a fence was constructed to enclose the site of the Utility Building and maintenance yard.</p> <p><b>Evaluation:</b> The chain link fence continues to enclose the CCC Utility Building and maintenance yard. The date of its installation is unknown, and the feature remains unevaluated.</p>	
SS-14. Exhibit Shelter Cannon and Limber		22936/ 1329247, 1329248	Contributing	<p><b>Context:</b> Historic Park Development</p> <p><b>History:</b> As part of MISSION 66-era improvements during the mid-1960s, the park introduced reproduction artillery, including cannons and limbers, to the landscape at Wilderness Battlefield. The park placed a cannon and limber near the exhibit shelter, in an area of mowed lawn between the building and the Orange Turnpike (Route 20).</p> <p><b>Evaluation:</b> The exhibit shelter cannon and limber remain in their historic location along the Orange Turnpike (Route 20) near the exhibit shelter. The features stand on top of concrete footings. They reflect the historic landscape character of the MISSION 66-era of park development.</p>	

**TABLE 3.2. LANDSCAPE FEATURES INVENTORY: ORANGE TURNPIKE – CONSTITUTION HWY (ROUTE 20) AND HILL-EWELL DRIVE (NORTH) WILDERNESS BATTLEFIELD FREDERICKSBURG AND SPOTSYLVANIA NATIONAL MILITARY PARK**

Feature Name with Drawing Key (Non-NPS in Italics)	Other Resource Inventory	FMSS Data (Location/ Asset records)	Evaluation Status	Historical Data/Evaluation (Historic Period: 1864 - 1964)	Existing Conditions Photo Reference
SS-16. Saunders Field Orientation Compass		44327	Contributing	<p><b>Context:</b> Historic Park Development</p> <p><b>History:</b> In 1965, as part of the park’s MISSION 66-era improvements, eight new orientation compass discs were installed throughout Wilderness Battlefield. One of the eight was placed along the east side of Hill-Ewell Drive near the southern part of Saunders Field, where the park drive meets the Orange Turnpike (Route 20). The bronze MISSION 66-era orientation discs were larger than the ground level discs installed during the CCC era and were set on raised stone pedestals surrounded by flagstone paving.</p> <p><b>Evaluation:</b> Today, the Saunders Field orientation compass remains in its historic location along the eastern edge of Hill-Ewell Drive near the intersection with the Orange Turnpike (Route 20). The compass reflects the historic MISSION 66-era landscape character of Wilderness Battlefield.</p>	
SS-17. The Battle of The Wilderness UDC Marker	WI0254/ CRIS-HS: 082120	24049	Contributing (non-historic location)	<p><b>Context:</b> Pre-Park Commemoration</p> <p><b>History:</b> Dedicated by the Fredericksburg and Spotsylvania chapter of the United Daughters of the Confederacy (UDC) in 1927. Originally installed near Ewell’s works on the south side of the Orange Turnpike (Route 20), probably within state’s right-of-way. The first commemorative work on battlefield’s Orange Turnpike front, the marker featured bronze plaque on mortared stone base, same style as markers at four other battlefields in area. In 1937, following construction of Hill-Ewell Drive, the marker was moved to an area of mowed grass at the center of a triangle intersection where Hill-Ewell Drive met the Orange Turnpike.</p> <p><b>Evaluation:</b> In 1968, the widening of the Orange Turnpike (Route 20) resulted in the removal of the triangle intersection with Hill-Ewell Drive. The UDC marker was relocated to the eastern edge of Hill-Ewell Drive near Ewell’s works at the western edge of Saunders Field. It was placed immediately south of the Saunders Field orientation compass installed in 1965. Today, the UDC marker remains in this non-historic location.</p>	
SS-18. Hill-Ewell Drive Picnic Area Tables			Non-contributing (post-historic)	<p>In 1976, the park reopened the Ewell picnic area, which had been closed since ca. 1942. In the reopened picnic area, tables were placed in woods north of the parking area, instead of the historic location south of the parking area along North Branch – Wilderness Run. Today, there are three picnic tables in a small clearing in the woods.</p>	

**TABLE 3.2. LANDSCAPE FEATURES INVENTORY: ORANGE TURNPIKE – CONSTITUTION HWY (ROUTE 20) AND HILL-EWELL DRIVE (NORTH) WILDERNESS BATTLEFIELD** FREDERICKSBURG AND SPOTSYLVANIA NATIONAL MILITARY PARK

Feature Name with Drawing Key (Non-NPS in Italics)	Other Resource Inventory	FMSS Data (Location/ Asset records)	Evaluation Status	Historical Data/Evaluation (Historic Period: 1864 - 1964)	Existing Conditions Photo Reference
SS-19. Hill-Ewell Drive Picnic Area Split Rail Fence			Non-contributing (post-historic)	Following the park's reopening of the Ewell picnic area in 1976, a wooden split-rail fence was constructed along the north edge of the parking area, separating the parking area from a clearing containing three picnic tables.	
SS-20. Hill-Ewell Drive Picnic Area Wooden Bollards			Non-contributing (post-historic)	Following the park's reopening of the Ewell picnic area in 1976, dimensional lumber bollards replaced historic creosote-treated bollards along the southern and eastern edges of the picnic parking area.	
<b>Archeological Sites</b> (Plan Key: AS)					
AS-1. Wilderness Tavern Ruins	WI0234/ CRIS-HS: 082109 CRIS-AR: FRSP00105/ 44SP0041	22891/ 24030	Unevaluated	<p><b>Context:</b> Civil War</p> <p><b>History:</b> The Wilderness Tavern was established in ca. 1775 along the Orange Turnpike near the intersection with Germanna Plank Road. The tavern itself stood on the north side of the turnpike while several dependencies, including stores and cabins housing enslaved people, were clustered on both sides of the road. A dependency on the south side of the turnpike was built in ca. 1855 and operated as a store by the Simms family during the Civil War era. During the Battle of Chancellorsville in 1863, Lieutenant General Thomas "Stonewall" Jackson was rushed to a Confederate field hospital at or near Wilderness Tavern where his arm was amputated following injuries sustained by fire from his own men. He died ten days later after being transported to a plantation 27 miles to the south. During the Battle of the Wilderness in 1864, Union forces set up a camp and hospital in the fields around Wilderness Tavern. Following the Union's withdrawal during May 7-8, a Confederate hospital was also set up in the area. By the conclusion of the Battle of the Wilderness, the main Wilderness Tavern building had been destroyed and its dependencies were heavily damaged. The store on the south side of the Orange Turnpike survived. The historic ca. 1855 building remained in private ownership as a store and residence throughout the end of the historic period.</p> <p><b>Evaluation:</b> The Wilderness Tavern Ruins located today within the park on the south side of Route 3 are the remains of the ca. 1855 building that was built as a dependency to the main tavern. The building was destroyed by fire in 1978, shortly after the park acquired the structure. Following the loss of the building, the park constructed a wooden pavilion</p>	

**TABLE 3.2. LANDSCAPE FEATURES INVENTORY: ORANGE TURNPIKE – CONSTITUTION HWY (ROUTE 20) AND HILL-EWELL DRIVE (NORTH) WILDERNESS BATTLEFIELD FREDERICKSBURG AND SPOTSYLVANIA NATIONAL MILITARY PARK**

Feature Name with Drawing Key (Non-NPS in Italics)	Other Resource Inventory	FMSS Data (Location/ Asset records)	Evaluation Status	Historical Data/Evaluation (Historic Period: 1864 - 1964)	Existing Conditions Photo Reference
				to shelter the ruins of the building's former central hearth. A split-rail fence was also constructed surrounding the ruins. Additional archeological remains of the Wilderness Tavern may lie under the westbound lanes of Route 3. Today, the Wilderness Tavern Ruins do not contribute to the historic character of the landscape.	
AS-2. Link-Atkins Farm Building Sites	WI0263		Unevaluated	<p><b>Context:</b> Other</p> <p><b>History:</b> Beginning in ca. 1880, a farm house and several outbuildings were constructed on an area of the Payne (later Link) Farm that was formerly part of the Ellwood clearing south of the former Wilderness Tavern site. This farmstead was built along a segment of the Germanna Plank Road, which would later be abandoned east of the Link Farm in ca. 1921.</p> <p><b>Evaluation:</b> By the late 2010s, most of the buildings that had been constructed on the portion of the Link Farm within the former Ellwood clearing had been demolished. The park acquired 31 acres of the farm, including the building sites, in ca. 2012 from the Central Virginia Battlefields Trust. Only a dairy barn constructed in ca. 1935 and several surrounding outbuildings remain today. The sites of the former Link Farm buildings do not contribute to the landscape's historic character.</p>	
AS-3. Wilderness Tavern Site Well Cap			Unevaluated	<p><b>Context:</b> Civil War</p> <p><b>History:</b> A dependency of Wilderness Tavern was built in ca. 1855 on the south side of the Orange Turnpike and operated as a store by the Simms family during the Civil War era. The store building survived the Civil War and remained in private ownership as a store and residence throughout the end of the historic period.</p> <p><b>Evaluation:</b> The ca. 1855 Wilderness Tavern dependency was destroyed by fire in 1978, shortly after the park acquired the structure. Following the loss of the building, the park constructed a wooden pavilion to shelter the ruins of the building's former central hearth. Embedded in the ground near the ruins is a 32-in.-diameter concrete well cover. The cover may relate to a well that corresponded to the historic ca. 1855 building, however further research is required.</p>	
AS-4. Ellwood Cemetery Gravesites	NR: WI10235f CRIS-AR: FRSP00108		N/A	See Cultural Landscape Report for Ellwood	
AS-5. Buried Entrance Walk			N/A		
AS-6. Entrance Road Loop Trace	NR: WI10235c CRIS-HS: 082110		N/A		
AS-7. East Entrance Road Trace (Parker's Store Road)			N/A		

**TABLE 3.2. LANDSCAPE FEATURES INVENTORY: ORANGE TURNPIKE – CONSTITUTION HWY (ROUTE 20) AND HILL-EWELL DRIVE (NORTH) WILDERNESS BATTLEFIELD** FREDERICKSBURG AND SPOTSYLVANIA NATIONAL MILITARY PARK

Feature Name with Drawing Key (Non-NPS in Italics)	Other Resource Inventory	FMSS Data (Location/ Asset records)	Evaluation Status	Historical Data/Evaluation (Historic Period: 1864 - 1964)	Existing Conditions Photo Reference
AS-8. Icehouse Road Trace			N/A		
AS-9. Ice Pond Dam Remnants			N/A		
AS-10. Springhouse Foundation			N/A		
AS-11. Icehouse Foundation			N/A		
AS-12. Site of Laying Houses			N/A		
AS-13. Site of Tenant House #1	NR: WI10235e FRSP00109		N/A		
AS-14. Wilderness CCC Camp Remnants	WI0237/ CRIS-AR: FRSP00113		Contributing (landscape)	<p><b>Context:</b> Historic Park Development</p> <p><b>History:</b> Civilian Conservation Corps (CCC) camp MP-4 (later redesignated NP-4) was established at Wilderness Battlefield within the historic limits of the northern portion of Saunders Field in 1933. The camp consisted of four rows of buildings parallel to Route 20. A central, teardrop-shaped entrance drive provided access from Route 20. In the center of the drive was an island that contained concrete letters embedded in the ground spelling "MP-4 VA". A large work yard existed at the west edge of the camp. A large Utility Building was built within the woods about 200 yards northwest of the camp. Camp enrollees provided labor for the early period of the park's development. In 1943, following closure of the camp in April 1941, the US Army razed all structure except for Utility Building.</p> <p><b>Evaluation:</b> Today, the former site of CCC camp NP-4 sits within the northern part of the historic limits of Saunders Field, in a clearing created as part of the park's historic scene restoration efforts beginning in the 1980s. The site is maintained as meadow. Ground-level remnants of the camp are still visible from aerial photographs and field observation, especially when meadow vegetation is relatively low. The concrete letters "MP-4 VA" are still visible, embedded in the ground plane in their historic location beneath the meadow vegetation. Traces of the teardrop-shaped entrance drive and other access roads can be made out, as can building footprints. Archeological studies conducted by James Madison University in the early 2000s identified hundreds of structural features related to the CCC camp. Future archeological studies could locate additional artifacts. The site should be evaluated for additional below-ground resources that may be eligible NR criterion D.</p>	
AS-15. Wilderness National Cemetery No. 1	WI0249/ CRIS-AR; FRSP00114		Contributing	<p><b>Context:</b> Civil War</p> <p><b>History:</b> In ca. 1864, following the Battle of the Wilderness, one of two temporary Union cemeteries for the temporary interment of unknown soldiers at Wilderness Battlefield was established within the southern portion of Saunders Field, slightly east of Ewell's earthworks along the Orange Turnpike. The temporary cemetery, approximately 60 sq. ft. in extent, was enclosed by a whitewashed plank and log-post fence and contained 35 graves arranged in traditional military row formation. Each grave contained an</p>	See Drawing 3.2

**TABLE 3.2. LANDSCAPE FEATURES INVENTORY: ORANGE TURNPIKE – CONSTITUTION HWY (ROUTE 20) AND HILL-EWELL DRIVE (NORTH) WILDERNESS BATTLEFIELD FREDERICKSBURG AND SPOTSYLVANIA NATIONAL MILITARY PARK**

Feature Name with Drawing Key (Non-NPS in Italics)	Other Resource Inventory	FMSS Data (Location/Asset records)	Evaluation Status	Historical Data/Evaluation (Historic Period: 1864 - 1964)	Existing Conditions Photo Reference
				assortment of bones. In ca. 1867, the remains were reinterred at Fredericksburg National Cemetery. Over the following decades, the site of Wilderness National Cemetery No. 1 grew up in woods, as did most of historic Saunders Field. <b>Evaluation:</b> The former site of Wilderness National Cemetery No. 1 was cleared as part of park historic scene restoration efforts at Saunders Field, beginning in the 1980s. Today, the site is part of the larger restored meadow in the area and is not marked in the landscape. Future archeological studies may document artifacts related to the temporary post-battle cemetery.	
AS-16. Grant's Headquarters Site			Contributing	<b>Context:</b> Civil War <b>History:</b> During the Battle of the Wilderness, General Grant established his headquarters in woods immediately north of the Orange Turnpike (Route 20) near the western edge of the large Ellwood/Woodville clearing. Following the conclusion of the Civil War, the area remained in private ownership through the end of the historic period. The park acquired the site of Grant's Headquarters and surrounding forested land north of the Orange Turnpike following adoption of a master plan in 1968. After acquisition, the park created a short trail from the turnpike to a clearing in the woods approximately 25 feet wide and 40 feet long. <b>Evaluation:</b> The site of Grant's Headquarters may contain archeological resources related to its use during the Battle of the Wilderness in 1864.	See Drawing 3.2
AS-17. Higgerson Farm Ruins	NR: WI0264/ CRIS-HS: 082121 CRIS-AR: FRSP00122/ VDHR: 44OR0339	22891/ 24031	Unevaluated (Potential Archeological Significance)	<b>Context:</b> Civil War <b>History:</b> A 1 ½ story farmhouse on the historic Higgerson Farm was occupied as early as 1800. The house also featured a shed addition and at least one outbuilding. The building was an important feature of the 1864 battlefield. The structure burned in ca. 1936, leaving one of its massive stone chimneys standing. <b>Evaluation:</b> The park acquired the historic Higgerson Farm, including the house ruins, in 1975. In the 1990s, the park decided to take down the standing stone chimney and bury the remains in response to regular theft of the structure's stones. Today, the ruins, consisting of a stone pile, are mounded and surrounded by several cedar trees. The loss of the Higgerson Farmhouse detracts from the landscape's historic battle-era character.	
AS-18. Higgerson Cemetery			Contributing	<b>Context:</b> Civil War <b>History:</b> Within the clearing of the antebellum Higgerson Farm, a family burial ground was located south of the farmhouse. The Higgerson Farm, including the cemetery, remained in private ownership through the end of the historic period. <b>Evaluation:</b> In 1975, the park acquired the historic Higgerson Farm, including the cemetery. Following acquisition, the park located the Higgerson Cemetery through correspondence with a Higgerson descendant. The cemetery contains three fieldstone-marked graves.	See Drawing 3.2

<sup>1</sup> The 2018 National Register registration form for Fredericksburg and Spotsylvania National Military Park identifies the Higgerson Farm House Lane as a contributing structure and describes it as a “10’-wide, 100’-long, sod-covered sunken road trace running west from Hill-Ewell Drive to the former site of the Higgerson Farm.” The lane running from Hill-Ewell Drive to the former Higgerson House site is actually approximately 800 ft. long and only the western end contributes to the historic Civil War-era landscape character.

**TABLE 3.3. LANDSCAPE FEATURES INVENTORY: HILL-EWELL DRIVE (SOUTH) AND ORANGE PLANK ROAD (VA 621) WILDERNESS BATTLEFIELD** FREDERICKSBURG AND SPOTSYLVANIA NATIONAL MILITARY PARK

Feature Name with Drawing Key (Non-NPS in Italics)	Other Resource Inventory	FMSS Data (Location/Asset records)	Evaluation Status	Historical Data/Evaluation (Historic Period: 1864 - 1964)	Existing Conditions Photo Reference
<b>Spatial Organization</b> (Plan Key: SO)					
SO-20. Jones Field			Contributing	<p><b>Context:</b> Civil War  <b>History:</b> An antebellum clearing of approximately 130 acres within woods on the southern part of Ellwood plantation, crossed by Parker Store Road and South Branch – Wilderness Run. During the Battle of the Wilderness, Confederate breastworks extended across field. In ca. 1880, subdivided from Ellwood and acquired by John Hall, who also acquired 210 acres to the south and expanded his farm’s fields to meet the clearing of Chewning Farm to the south, doubling Jones Field in size. In ca. 1890, Hall built new homestead within clearing on former Ellwood tract. In 1931, War Dept. acquired strip of land along east side of clearing where Confederate trenches had been. Portion of Hill-Ewell Drive (begun 1932) constructed along strip of land. CCC transplanted thick vegetation border to screen post-battle Hall farmstead from road. Jones Field, as part of larger post-battle farm, remained in private ownership through end of historic period  <b>Evaluation:</b> In 1978, park acquired most of the expanded Hall farm (then owned by Carvers), consisting of approximately 300 acres. In 1982, park acquired remaining 41.51 acres of farm, with Carvers retaining right to life estate. In ca. 2012, park acquired full title and by 2014 had demolished all structures on property (all deemed non-historic). Park did not restore antebellum field patterns and clearing today is larger than during Civil War. Today, Jones Field is actively cultivated. It is separated from Hill-Ewell Drive by a narrow strip of vegetation.</p>	
SO-21. Chewning Farm Fields			Contributing	<p><b>Context:</b> Civil War  <b>History:</b> Small antebellum plantation of approximately 150 acres located west of Ellwood and north of Orange Plank Road. Known as “Mount View” due to location on elevated plateau south of South Branch – Wilderness Run. Accessed by Parker’s Store Road, which extended northeast from Orange Plank Road, passing through the Chewning Farm clearing before proceeding northeast toward Ellwood. During the Battle of the Wilderness, Chewning Farm was briefly held by the Union before being surrendered to the Confederacy. The Confederates built two separate lines of breastworks in the farm clearing. The farm and its clearing remained in Chewning family ownership through the 1940s. In ca. 1931, Chewning family sold to the War Dept. a strip of land on north side of farm along Confederate breastworks, where portion of Hill-Ewell Drive was built in ca. 1932-1933. A new entrance road to the farm from Hill-Ewell Drive was created with connection to post-battle north-south farm road. Farm’s fields and other aspects of working landscape changed little through this time, although the landscape’s condition may have deteriorated toward the end of Chewning ownership.</p>	

**TABLE 3.3. LANDSCAPE FEATURES INVENTORY: HILL-EWELL DRIVE (SOUTH) AND ORANGE PLANK ROAD (VA 621)  
WILDERNESS BATTLEFIELD FREDERICKSBURG AND SPOTSYLVANIA NATIONAL MILITARY PARK**

Feature Name with Drawing Key (Non-NPS in Italics)	Other Resource Inventory	FMSS Data (Location/Asset records)	Evaluation Status	Historical Data/Evaluation (Historic Period: 1864 - 1964)	Existing Conditions Photo Reference
				<p><b>Evaluation:</b> Park purchased 277-acre Chewning Farm in 1972 and began leasing the field out for cultivation. This practice has continued until the present. Sometime previous to park acquisition, the Chewning Farm clearing was expanded to the south and east, resulting in an approximation of the field's historic battle-era extent. The Chewning Farm Field reflects the landscape's historic Civil War-era character.</p>	
SO-22. Tapp Farm		22891/ 116202	Contributing	<p><b>Context:</b> Civil War  <b>History:</b> Antebellum farm clearing of about 30 acres in woods near southern edge of Ellwood plantation, immediately north of Orange Plank Road. Occupied by Tapp family from 1840s until mid-20<sup>th</sup> century. In 1864, Tapp family lived in small log house in middle of clearing, about 200 yards north of Orange Plank Road. A spring in the clearing northwest of the house drained north into Wilderness Run through the Widow Tapp Spring Drain. During the Battle of the Wilderness, the Tapp Farm was situated immediately behind the Confederate line and General Lee's headquarters were set up near the Tapp house, protected by a line of artillery commanded by William Poague along the eastern edge of the antebellum clearing. During the battle, the size of the clearing was nearly doubled when it was extended by the Confederates onto approximately 20 acres of the adjacent Catharine Furnace lands to the east. In 1891, a 1-acre triangular portion of Tapp Farm along the Orange Plank Road, which had contained a temporary Confederate cemetery site, was subdivided from Ellwood and donated to the Association for the Preservation of Virginia Antiquities. Tapp Farm clearing grew smaller in decades after battle and woods along Orange Plank Road were cleared. Antebellum log house likely gone by early 20<sup>th</sup> century. Two post-battle houses built on the site. In 1931, Ellwood owners sold federal government 33.62 acres of the northern portion of Tapp Farm and War Dept. condemned 3.15 acre tract at southern end of antebellum clearing. In 1930s, two short trails, Poague Battery Foot Trail and Heath-Field Foot Trail, built through park land at Tapp Farm. Portions of the farm near Orange Plank Road continued to be cultivated by Tapp family through 1930s, as the northern part of farm (owned by park) began to revert to woods. Additional 12.31 acres of Tapp Farm deeded to park in 1962. By December 1963, park had cleared Tapp Farm of all structures, which post-dated battle. Park also built split-rail fence along Tapp Farm's boundary with Orange Plank Road.  <b>Evaluation:</b> Park built Tapp Field Trail through farm in 1980s, between Hill-Ewell Drive and a parking area on Orange Plank Road, incorporating a portion of 1930s Poague Battery Trail. The Heath-Field Foot Trail was abandoned. In 1980s, special use permit issued for cultivation of Tapp Farm fields. In 1988, park cleared 22 acres of historic field as part of scene restoration. At this time, park placed two cannons and a limber at the southwest corner of field. At the center of the field,</p>	

**TABLE 3.3. LANDSCAPE FEATURES INVENTORY: HILL-EWELL DRIVE (SOUTH) AND ORANGE PLANK ROAD (VA 621) WILDERNESS BATTLEFIELD** FREDERICKSBURG AND SPOTSYLVANIA NATIONAL MILITARY PARK

Feature Name with Drawing Key (Non-NPS in Italics)	Other Resource Inventory	FMSS Data (Location/Asset records)	Evaluation Status	Historical Data/Evaluation (Historic Period: 1864 - 1964)	Existing Conditions Photo Reference
				a covered well is surrounded by a grove of trees, likely related to a post-battle house. There is no visible physical evidence of antebellum Tapp House, which was located near northern edge of clearing. Today, Tapp field continues to be cultivated for production of soybeans. Tapp Farm is significant for its role in the 1864 battle and reflects the historic Civil War-era character of Wilderness Battlefield.	
SO-23. Orange Plank Road Intersection Clearing			Contributing	<p><b>Context:</b> Historic Park Development</p> <p><b>History:</b> Planting plans along park drives were an important aspect of CCC-era park development. At the intersection of Hill-Ewell Drive and Orange Plank Road, the park's plans indicated the maintenance of mowed areas of grass to "Create Effect of Broad Circle About Intersection (see fig. 1.139). During the MISSION 66 era, reproduction artillery was placed in the clearing on the north side of Hill-Ewell Drive.</p> <p><b>Evaluation:</b> The park maintains clearings on the north and south sides of Hill-Ewell Drive where the park drive meets the Orange Plank Road. Several specimen trees shade each clearing. On the opposite side of Orange Plank Road, clearings are maintained by Fawn Lake in front of the development's entrance and exit gate. Reproduction artillery remains in the clearing on the north side of Hill-Ewell Drive. The Orange Plank Road intersection clearing reflects the landscape character of the early period of park development.</p>	
SO-24. Railroad-Trail Corridor (Part)			Contributing	<p><b>Context:</b> Civil War</p> <p><b>History:</b> By 1857, the Fredericksburg &amp; Gordonsville Railroad had graded a railroad bed through the Wilderness parallel to and south of the Orange Plank Road, ending at a westernmost point near Parker's Store, southwest of Ellwood. The same year, the railroad went bankrupt and the graded bed was left unused. During the Battle of the Wilderness, Longstreet's 1<sup>st</sup> Corps (CS) used the unfinished railroad corridor to attack the Union left flank along the Orange Plank Road front, pushing Union forces back to Brock Road. After the war, in 1872, track was finally laid through the graded corridor. After 1925, the track was upgraded and the rail line was renamed the Virginia Central Railway. In 1937, the railroad corridor was abandoned again. It remained unused through the remainder of the historic period.</p> <p><b>Evaluation:</b> Beginning in ca. 1975, the Fawn Lake subdivision was developed west of Longstreet Drive and south of Orange Plank Road. The development was expanded in 1989 and hemmed in the railroad corridor west of Longstreet Drive. East of Longstreet Drive, suburban tracts were platted immediately south of the corridor. Partially in response to this development, in 1992 Congress expanded the park's boundary to include 456 acres of undeveloped, wooded land owned by the company that developed Fawn Lake east of Longstreet Drive and south of Orange Plank Road. The boundary expansion also included a section of the abandoned railroad corridor immediately south of the</p>	

**TABLE 3.3. LANDSCAPE FEATURES INVENTORY: HILL-EWELL DRIVE (SOUTH) AND ORANGE PLANK ROAD (VA 621) WILDERNESS BATTLEFIELD FREDERICKSBURG AND SPOTSYLVANIA NATIONAL MILITARY PARK**

Feature Name with Drawing Key (Non-NPS in Italics)	Other Resource Inventory	FMSS Data (Location/Asset records)	Evaluation Status	Historical Data/Evaluation (Historic Period: 1864 - 1964)	Existing Conditions Photo Reference
				<i>undeveloped land and north of Fawn Lake suburban lots. Today, this unused railroad corridor section falls within a park Inholding Tract, owned by Fawn Lake, and is maintained as a pedestrian trail. The historic railroad corridor contributes to the historic setting of Wilderness Battlefield.</i>	
<b>Land Use</b> (Plan Key: LU)					
<i>LU-14. Inholding Tract 04-147: 35417 General Jenkins Dr. (Higgerson Farm)</i>			Contributing (non-historic landscape)	<b>Context:</b> Civil War <b>History:</b> During the Civil War era, the area contained within Inholding Tract 04-147 was located within woods on the southern portion of the Higgerson Farm. A secondary farm road ran through the northeast corner of the parcel area, leading to the Higgerson Farm clearing to the north. In ca. 1890, James Dempsey, who had acquired Higgerson Farm, cleared most of the parcel area for agricultural cultivation and built a farmstead near the northwest corner of the new clearing. By 1930, the area was subdivided from the remainder of the historic Higgerson Farm <b>Evaluation:</b> In 1975, the park acquired approximately 43 acres encompassing the northern portion of the antebellum Higgerson Farm, including the historic clearing. Inholding Tract 04-147, the tract subdivided from the southern portion of the historic farm, has remained in private ownership to the present. The approximately 47-acre parcel features a single-family residential structure with the address 35417 General Jenkins Dr. near the former site of the Dempsey farmstead, which stood until 1980, in the parcel's northwestern corner. A non-historic barn stands near the parcel's northern boundary. The remainder of the parcel is maintained as agricultural fields. Current or former owner: Douglas M Jr. and Barbara W. Myers.	See Drawing 3.1
<i>LU-15. Inholding Tract 04-149: 35249 General Jenkins Dr. (Higgerson Farm)</i>			Contributing (non-historic landscape)	<b>Context:</b> Civil War <b>History:</b> By 1930, the southern portion of the antebellum Higgerson Farm, which had been wooded during the Civil War era and cleared in ca. 1890 for the creation of the Dempsey farmstead, was subdivided into a triangle-shaped parcel of approximately 50 acres. The southern corner of the subdivided parcel, the area currently contained within Inholding Tract 04-149, was not cleared and remained wooded. <b>Evaluation:</b> Sometime after 1945, the subdivided Higgerson Farm parcel was subdivided again and the wooded southern corner became a separate parcel identified today as Inholding Tract 04-149. The parcel features a single-family residential structure with the address 35249 General Jenkins Dr.	See Drawing 3.1
<i>LU-16. Inholding Tract 07-168: Lake Wilderness Lee-Grant</i>			Contributing (non-historic landscape)	<b>Context:</b> Civil War <b>History:</b> Historically located at eastern edge of Jones Field, a clearing within the antebellum Ellwood plantation. In 1930s, Hill-Ewell Drive built to the west, along line of Confederate earthworks.	See Drawing 3.1

**TABLE 3.3. LANDSCAPE FEATURES INVENTORY: HILL-EWELL DRIVE (SOUTH) AND ORANGE PLANK ROAD (VA 621)  
WILDERNESS BATTLEFIELD FREDERICKSBURG AND SPOTSYLVANIA NATIONAL MILITARY PARK**

Feature Name with Drawing Key (Non-NPS in Italics)	Other Resource Inventory	FMSS Data (Location/ Asset records)	Evaluation Status	Historical Data/Evaluation (Historic Period: 1864 - 1964)	Existing Conditions Photo Reference
<i>Entrance (Ellwood)</i>				<b>Evaluation:</b> In ca. 1969, Lake Wilderness subdivision built on former Ellwood land east of parcel area. The park granted the developers access to Hill-Ewell Drive from private roads within the development, including at the Lee-Grant entrance near Jones Field. Inholding Tract 07-168 contains the Lee-Grant access road to Lake Wilderness. The parcel has an area of approximately .5 acres.	
<i>LU-17. Inholding Tract 07-167: Lake Wilderness Stuart Entrance (Ellwood)</i>				<b>Context:</b> Civil War <b>History:</b> During Civil War era, located in woods north of Chewning Farm clearing. In 1930s, Hill-Ewell Drive built to the west, along line of Confederate earthworks. <b>Evaluation:</b> In ca. 1969, Lake Wilderness subdivision built on former Ellwood land east of parcel area. The park granted the developers access to Hill-Ewell Drive from private roads within the development, including at the Stuart Entrance near Chewning Farm. Inholding Tract 07-167 contained the Stuart entrance access road to Lake Wilderness. The entrance has since been closed and successional vegetation has begun to grow up on the roadbed. The parcel has an area of approximately .4 acres.	See Drawing 3.1
<i>LU-18. Inholding Tract 07-189: Utility Lot (Catharine Furnace Company Property)</i>			Contributing	<b>Context:</b> Civil War <b>History:</b> During Civil War era, parcel area located on wooded land likely owned by the Catharine Furnace Company north of Orange Plank Road. Confederate earthworks built immediately west during Battle of the Wilderness. Hill-Ewell Drive built by park along earthworks in 1930s. <b>Evaluation:</b> In ca. 1969, Lake Wilderness subdivision built on former Ellwood land east of parcel area. Parcel covers outlying wooded area of .25 acres within development at southern edge. Currently or formerly owned by Sydnor Water Corp c/o Aqua Source Inc/Tax Dept.	See Drawing 3.1
<i>LU-19. Inholding Tract 07-113: 13417 Wilderness Park Dr. (Catharine Furnace Company Property)</i>				<b>Context:</b> Civil War <b>History:</b> During Civil War era, parcel area located on wooded land likely owned by the Catharine Furnace Company north of Orange Plank Road. Confederate earthworks built immediately west during Battle of the Wilderness. Hill-Ewell Drive built by park along earthworks in 1930s. <b>Evaluation:</b> In ca. 1969, Lake Wilderness subdivision built on former Ellwood land east of parcel area. Parcel covers outlying residential lot of .25 acres within development at southern edge. Borders park land to the east and west and Inholding Tract 07-189 to the south. Lot owned by Michael S. Morton	See Drawing 3.1
<i>LU-20. Tract 04-176: Status Unknown (Ellwood)</i>				<b>Context:</b> Civil War <b>History:</b> During Civil War era, triangular 3.69-acre Inholding Tract area was located on wooded land within outlying southern portion of Ellwood, west of Tapp Farm. Confederate earthworks built immediately north during Battle of the Wilderness. By 1960s, park had acquired all	See Drawing 3.1

**TABLE 3.3. LANDSCAPE FEATURES INVENTORY: HILL-EWELL DRIVE (SOUTH) AND ORANGE PLANK ROAD (VA 621) WILDERNESS BATTLEFIELD FREDERICKSBURG AND SPOTSYLVANIA NATIONAL MILITARY PARK**

Feature Name with Drawing Key (Non-NPS in Italics)	Other Resource Inventory	FMSS Data (Location/Asset records)	Evaluation Status	Historical Data/Evaluation (Historic Period: 1864 - 1964)	Existing Conditions Photo Reference
				<p>land surrounding triangular parcel but could not determine ownership of parcel.  <b>Evaluation:</b> Inholding Tract located in woods west of Tapp Field. Surrounded by park land on all sides. Ownership has not been determined.</p>	
<p><i>LU-21. Easement Tract 04-171: Scenic Easement (Chewning Farm)</i></p>				<p><b>Context:</b> Civil War  <b>History:</b> During Civil War era, the linear 5.2-acre Inholding Tract area was located at western edge of Chewning Farm, running through woods and outlying field. Secondary farm road passed east to west through northern portion of area.  <b>Evaluation:</b> NPS holds a scenic easement on parcel 04-171, which was or is currently owned by Miller Farms Inc but was historically part of Chewning Farm and falls within the legislated boundary of the park.</p>	<p>See Drawing 3.1</p>
<p><i>LU-22. Easement Tract 04-172: Scenic Easement (Chewning Farm)</i></p>				<p><b>Context:</b> Civil War  <b>History:</b> During Civil War era, the 6.7-acre Inholding Tract area was located in woods south of Chewning Farm.  <b>Evaluation:</b> NPS holds a scenic easement on parcel 04-172, which was or is currently owned by Miller Farms Inc and falls within the legislated boundary of the park.</p>	<p>See Drawing 3.1</p>
<p><i>LU-23. Inholding Tract 04-215: Chewning Cemetery (Chewning Farm)</i></p>			<p>Contributing</p>	<p><b>Context:</b> Civil War  <b>History:</b> Within the clearing of the antebellum Chewning Farm was a small family burial ground, located south of the farmstead. William V. Chewning was laid to rest in the cemetery in 1863. In 1877, his wife Permelia V. Chewning was also interred in the family plot. Their graves were marked by field stones.  <b>Evaluation:</b> When the park acquired the 277-acre Chewning Farm in 1972, the .8-acre plot containing the cemetery was not included. Today, inholding tract 04-215, which contains the cemetery, remains in private ownership, surrounded by park-owned land within the legislated boundary.</p>	<p>See Drawing 3.1</p>
<p><i>LU-24. Inholding Tract 04-131: Fawn Lake Entrance</i></p>			<p>Contributing (non-historic landscape)</p>	<p><b>Context:</b> Civil War  <b>History:</b> During Civil War era, inholding tract area was located within woods owned by Catharine Furnace Company immediately south of Orange Plank Road. During the Battle of the Wilderness, earthworks were constructed by Hill's 3<sup>rd</sup> Corps (CS) and Longstreet's 1<sup>st</sup> Corps (CS) immediately to the east of Inholding Tract area. In ca. 1931, the War Dept. acquired strip of land containing earthworks and built Longstreet Drive along earthworks, running south from Orange Plank Road.  <b>Evaluation:</b> Beginning in ca. 1975, the Fawn Lake subdivision was developed west of Longstreet Drive and south of Orange Plank Road. The development was expanded in 1989 and began using Longstreet Drive as its primary access road. In 1989 the park agreed to transfer the southern end of Longstreet Drive to the company, subject to an archeological easement, in exchange for wooded parcels owned by the</p>	<p>See Drawing 3.1</p>

**TABLE 3.3. LANDSCAPE FEATURES INVENTORY: HILL-EWELL DRIVE (SOUTH) AND ORANGE PLANK ROAD (VA 621) WILDERNESS BATTLEFIELD** FREDERICKSBURG AND SPOTSYLVANIA NATIONAL MILITARY PARK

Feature Name with Drawing Key (Non-NPS in Italics)	Other Resource Inventory	FMSS Data (Location/Asset records)	Evaluation Status	Historical Data/Evaluation (Historic Period: 1864 - 1964)	Existing Conditions Photo Reference
				<p><i>Fawn Lake developer immediately south of Orange Plank Road and west of Inholding Tract 04-131. Subsequently, Fawn Lake built an entrance drive parallel to and west of Longstreet Drive, which passes through Inholding Tract 04-131 as it approaches Orange Plank Road. Longstreet Drive became the subdivision's exit drive. Fawn Lake also built a large entrance gate and wall structure, the western end of which falls within Inholding Tract 04-131. The parcel encompasses approximately 2.1 acres and is owned by NTS/Virginia Development Company.</i></p>	
<p><i>LU-25. Inholding Tract 04-219: Former Railroad Corridor</i></p>			<p>Contributing</p>	<p><b>Context:</b> Civil War  <b>History:</b> Railroad corridor graded by 1857 but unfinished at time of Civil War. During the Battle of the Wilderness, Longstreet's 1<sup>st</sup> Corps (CS) used the unfinished railroad corridor to attack the Union left flank along the Orange Plank Road front, pushing Union forces back to Brock Road. After the war, in 1872, track was finally laid through the graded corridor. After 1925, the track was upgraded and the rail line was renamed the Virginia Central Railway. In 1937, the railroad corridor was abandoned again. It remained unused through the remainder of the historic period.  <b>Evaluation:</b> In 1992 Congress expanded the park's boundary to include 456 acres of undeveloped, wooded land owned by Fawn Lake development company east of Longstreet Drive and south of Orange Plank Road. The boundary expansion also included a section of the abandoned railroad corridor immediately south of the undeveloped land. Today, this unused railroad corridor section falls within a park Inholding Tract of 4.4 acres, owned by NTS/Virginia Development Company, and is maintained as a pedestrian trail. The historic railroad corridor contributes to the historic setting of Wilderness Battlefield.</p>	
<p>LU-26. Tract 04-116: Longstreet Drive Entrance (Fawn Lake Easement)</p>			<p>Contributing (non-historic landscape)</p>	<p><b>Context:</b> Civil War  <b>History:</b> During Civil War era, tract area was located within woods owned by Catharine Furnace Company immediately south of Orange Plank Road. During the Battle of the Wilderness, earthworks were constructed by Hill's 3<sup>rd</sup> Corps (CS) and Longstreet's 1<sup>st</sup> Corps (CS) through tract area. In ca. 1931, the War Dept. acquired tract area as part of strip of land containing earthworks and built Longstreet Drive through tract area along earthworks, running south from Orange Plank Road.  <b>Evaluation:</b> Beginning in ca. 1975, the Fawn Lake subdivision was developed west of Longstreet Drive and south of Orange Plank Road. The development was expanded in 1989 and began using Longstreet Drive as its primary access road. In 1989 the park agreed to transfer the southern end of Longstreet Drive to the company, subject to a archeological easement, in exchange for wooded parcels owned by the</p>	<p>See Drawing 3.1</p>

**TABLE 3.3. LANDSCAPE FEATURES INVENTORY: HILL-EWELL DRIVE (SOUTH) AND ORANGE PLANK ROAD (VA 621) WILDERNESS BATTLEFIELD FREDERICKSBURG AND SPOTSYLVANIA NATIONAL MILITARY PARK**

Feature Name with Drawing Key (Non-NPS in Italics)	Other Resource Inventory	FMSS Data (Location/Asset records)	Evaluation Status	Historical Data/Evaluation (Historic Period: 1864 - 1964)	Existing Conditions Photo Reference
				Fawn Lake developer immediately south of Orange Plank Road and west of Longstreet Drive. Subsequently, Fawn Lake built an entrance drive parallel to and west of Longstreet Drive. Longstreet Drive became the subdivision's exit drive, and the park granted NTS/Virginia Development Company, the Fawn Lake developer, an easement on tract 04-116. Fawn Lake also built a large entrance gate and wall structure, the eastern end of which falls within inholding tract 04-116. <sup>1</sup>	
<i>LU-27. Inholding Tract 04-112: Longstreet Drive-North (Archeological Easement)</i>			Contributing (non-historic landscape)	<p><b>Context:</b> <i>Civil War</i></p> <p><b>History:</b> <i>During Civil War era, tract area was located within woods owned by Catharine Furnace Company immediately south of Orange Plank Road. During the Battle of the Wilderness, earthworks were constructed by Hill's 3<sup>rd</sup> Corps (CS) and Longstreet's 1<sup>st</sup> Corps (CS) through tract area. In ca. 1931, the War Dept. acquired tract area as part of strip of land containing earthworks and built Longstreet Drive through tract area along earthworks, running south from Orange Plank Road.</i></p> <p><b>Evaluation:</b> <i>Beginning in ca. 1975, the Fawn Lake subdivision was developed west of Longstreet Drive and south of Orange Plank Road. The development was expanded in 1989 and began using Longstreet Drive as its primary access road. In 1989 the park agreed to transfer inholding tract 04-112, encompassing the central segment of Longstreet Drive, to NTS/Virginia Development Company, the Fawn Lake developer, subject to an archeological easement. In exchange, the development company transferred to the park wooded parcels immediately south of Orange Plank Road and west of Longstreet Drive. Subsequently, Fawn Lake built an entrance drive parallel to and west of Longstreet Drive, which passes through Inholding Tract 04-112. Longstreet Drive became the subdivision's exit drive. Remnants of Longstreet's Works run through the median between the Fawn Lake entrance and exit drives and are marked by NPS-standard "protected area" signs.<sup>2</sup></i></p>	See Drawing 3.1
<i>LU-28. Inholding Tract 04-120: Longstreet Drive-South (Archeological Easement)</i>			Contributing (non-historic landscape)	<p><b>Context:</b> <i>Civil War</i></p> <p><b>History:</b> <i>During Civil War era, inholding tract area was located within woods owned by Catharine Furnace Company south of Orange Plank Road and north of the unfinished Fredericksburg &amp; Gordonsville Railroad corridor. During the Battle of the Wilderness, earthworks were constructed by Longstreet's 1<sup>st</sup> Corps (CS) through inholding tract area. In ca. 1931, the War Dept. acquired strip of land containing earthworks and built Longstreet Drive along earthworks, running south from Orange Plank Road through inholding tract area and ending at a turnaround at southern end of tract.</i></p> <p><b>Evaluation:</b> <i>Beginning in ca. 1975, the Fawn Lake subdivision was developed west of Longstreet Drive and south of Orange Plank Road. The development was expanded in 1989 and began using Longstreet Drive as its primary access road. In 1989 the park agreed to transfer</i></p>	See Drawing 3.1

**TABLE 3.3. LANDSCAPE FEATURES INVENTORY: HILL-EWELL DRIVE (SOUTH) AND ORANGE PLANK ROAD (VA 621)  
WILDERNESS BATTLEFIELD FREDERICKSBURG AND SPOTSYLVANIA NATIONAL MILITARY PARK**

Feature Name with Drawing Key (Non-NPS in Italics)	Other Resource Inventory	FMSS Data (Location/ Asset records)	Evaluation Status	Historical Data/Evaluation (Historic Period: 1864 - 1964)	Existing Conditions Photo Reference
				<i>inholding tract 04-120, encompassing the southern end of Longstreet Drive, to NTS/Virginia Development Company, the Fawn Lake developer, subject to an archeological easement. In exchange, the development company transferred to the park wooded parcels immediately south of Orange Plank Road and west of Longstreet Drive. Subsequently, Fawn Lake built an entrance drive parallel to and west of Longstreet Drive, which passes through Inholding Tract 04-120. Longstreet Drive became the subdivision's exit drive. Remnants of Longstreet's Works run through the median between the Fawn Lake entrance and exit drives and are marked by NPS-standard "protected area" signs.</i>	
<i>LU-29. Inholding Tract 04-132: Four Lots in Fawn Lake Subdivision (Catharine Furnace Company Property)</i>			Contributing (non-historic landscape)	<b>Context:</b> Civil War <b>History:</b> During the Civil War era, the area today occupied by Inholding Tract 04-132 was located in woods immediately south of Orange Plank Road near Tapp Field. <b>Evaluation:</b> Today, Inholding Tract 04-132 contains portions of four residential lots within the Fawn Lake subdivision. Two properties on Honor Bridge Farm Place: 11201, 11205. Two properties on Honor Bridge Farm Drive: 12101, 12105, 12109. Inholding Tract area: approximately 5.7 acres.	See Drawing 3.1
<i>LU-30. Inholding Tract 04-126: Two lots in Fawn Lake subdivision (Catharine Furnace Company Property)</i>			Contributing (non-historic landscape)	<b>Context:</b> Civil War <b>History:</b> During the Civil War era, the area today occupied by Inholding Tract 04-126 was located in woods immediately south of Orange Plank Road near Tapp Field. <b>Evaluation:</b> Today, Inholding Tract 04-126 contains portions of two residential lots within the Fawn Lake subdivision on Honor Bridge Farm Drive: 12108, 12109. Inholding Tract area: 1.35 acres.	See Drawing 3.1
<i>LU-31. Parcel 04-173: Monument Lot (Status Unknown)</i>			Contributing	<b>Context:</b> Civil War, Pre-Park Commemoration <b>History:</b> In 1892, approximately 1 acre at the eastern edge of Tapp Field along the Orange Plank Road was donated to the Association for the Preservation of Virginia Antiquities by J. Horace Lacy (then owner of Ellwood) and the Catharine Furnace Company. Parcel contained former temporary Confederate gravesites and a white quartz field stone placed in 1891 as memorial marker. Southern end of Poague's battery also located within parcel. Parcel became known as "Monument Lot" and was shaded by grove of mature oak, hickory, pine, and cedar remaining from strip of woods that had separated Tapp Field from Orange Plank Road. First commemorative landscape at Wilderness Battlefield. "Lee-to-the-Rear" marker installed in 1902. War Dept. did not acquire parcel in 1930s but treated Monument Lot as part of park. Park maintained thinned tree canopy and mowed turf. In ca. 1963, a more formal, 8-ft.-tall red-granite shaft on a rectangular pedestal was installed to commemorate Confederate Texas Brigade. <b>Evaluation:</b> Today, the ownership of Inholding Tract 04-173 (the	See Drawing 3.1

**TABLE 3.3. LANDSCAPE FEATURES INVENTORY: HILL-EWELL DRIVE (SOUTH) AND ORANGE PLANK ROAD (VA 621) WILDERNESS BATTLEFIELD FREDERICKSBURG AND SPOTSYLVANIA NATIONAL MILITARY PARK**

Feature Name with Drawing Key (Non-NPS in Italics)	Other Resource Inventory	FMSS Data (Location/Asset records)	Evaluation Status	Historical Data/Evaluation (Historic Period: 1864 - 1964)	Existing Conditions Photo Reference
				<i>Monument Lot) is undetermined. The park continues to manage the parcel as federal land.</i>	
<i>LU-32. Inholding Tract 07-166: Wilderness Park Dr. (Catharine Furnace Company Property)</i>			Contributing (non-historic landscape)	<b>Context:</b> Civil War <b>History:</b> During the Civil War era, the Inholding Tract area was located within woods owned by the Catharine Furnace Company immediately north of Orange Plank Road. <b>Evaluation:</b> Today, .66 acre Inholding Tract 07-166 encompasses the entrance drive to the Lake Wilderness subdivision (west) from Orange Plank Road. The drive passes through woods owned by the park north of Orange Plank Road and meets Wilderness Park Drive, a subdivision road.	See Drawing 3.1
<i>LU-33. Inholding Tract 07-120: 13509 Flank March Ln. (Catharine Furnace Company Property)</i>			Contributing (non-historic landscape)	<b>Context:</b> Civil War <b>History:</b> During the Civil War era, the Inholding Tract area was located within woods owned by the Catharine Furnace Company immediately north of Orange Plank Road. <b>Evaluation:</b> Today, .61 acre Inholding Tract is a developed suburban residential lot within Lake Wilderness (west) subdivision currently or previously owned by Linda M. Everett	See Drawing 3.1
<i>LU-34. Inholding Tract 07-124: 11103 Sabre Ct. (Catharine Furnace Company Property)</i>			Contributing (non-historic landscape)	<b>Context:</b> Civil War <b>History:</b> During the Civil War era, the Inholding Tract area was located within woods owned by the Catharine Furnace Company immediately north of Orange Plank Road. <b>Evaluation:</b> Today, .59 acre Inholding Tract is a developed suburban residential lot within Lake Wilderness (west) subdivision currently or previously owned by Lyle M. Schruppf or Barbara M. Schruppf.	See Drawing 3.1
<i>LU-35. Inholding Tract 04-114: Forest Walk Dr. (Catharine Furnace Company Property)</i>			Contributing (non-historic landscape)	<b>Context:</b> Civil War <b>History:</b> During the Civil War era, the Inholding Tract area was located within woods owned by the Catharine Furnace Company immediately north of Orange Plank Road. <b>Evaluation:</b> Today, .48 acres Inholding Tract contains entrance drive to Forest Walk subdivision from Orange Plank Road. Drive passes through park-owned woods to east and west.	See Drawing 3.1
<i>LU-36. Inholding Tract 07-131: 12407 Plantation Dr. (Catharine Furnace Company Property)</i>			Contributing (non-historic landscape)	<b>Context:</b> Civil War <b>History:</b> During the Civil War era, the Inholding Tract area was located within woods owned by the Catharine Furnace Company immediately north of Orange Plank Road. <b>Evaluation:</b> Today, .5 acre Inholding Tract is a developed suburban residential lot within Lot within Lake Wilderness (east) subdivision currently or previously owned by Ray L. Statton & Sandra L. Statton.	See Drawing 3.1
<i>LU-37. Inholding Tract 07-132: 12502 Flintlock Dr. (Catharine</i>			Contributing (non-historic landscape)	<b>Context:</b> Civil War <b>History:</b> During the Civil War era, the Inholding Tract area was located within woods owned by the Catharine Furnace Company immediately north of Orange Plank Road.	See Drawing 3.1

**TABLE 3.3. LANDSCAPE FEATURES INVENTORY: HILL-EWELL DRIVE (SOUTH) AND ORANGE PLANK ROAD (VA 621) WILDERNESS BATTLEFIELD** FREDERICKSBURG AND SPOTSYLVANIA NATIONAL MILITARY PARK

Feature Name with Drawing Key (Non-NPS in Italics)	Other Resource Inventory	FMSS Data (Location/Asset records)	Evaluation Status	Historical Data/Evaluation (Historic Period: 1864 - 1964)	Existing Conditions Photo Reference
<i>Furnace Company Property</i>				<b>Evaluation:</b> Today, .5 acre Inholding Tract is a developed suburban residential lot within Lot within Lake Wilderness (east) subdivision currently or previously owned by Thomas Joseph Brick	
<i>LU-38. Inholding Tract 07-160: Flintlock Drive (Catharine Furnace Company Property)</i>			Contributing (non-historic landscape)	<b>Context:</b> Civil War <b>History:</b> During the Civil War era, the Inholding Tract area was located within woods owned by the Catharine Furnace Company immediately north of Orange Plank Road. <b>Evaluation:</b> Today, .59 acre Inholding Tract contains entrance drive to to Lake Wilderness (east) subdivision from Orange Plank Road. Drive meets Flintlock Drive, private road within development.	See Drawing 3.1
<b>Circulation</b> (Plan Key: C)					
Federal Line Trail			Contributing	See C-20, Federal Line Trail (Table 3.2)	
Hill-Ewell Drive			Contributing	See C-21, Hill-Ewell Drive (Table 3.2)	
C-26. Lake Wilderness Lee-Grant Entrance Drive Intersection			Non-contributing (post-historic)	In ca. 1969, Lake Wilderness subdivision built on former Ellwood land east of Hill-Ewell Drive. The park granted the developers access to Hill-Ewell Drive from private roads within the development, including at the Lee-Grant entrance near Jones Field. The Lee-Grant entrance drive intersects with Hill-Ewell Drive south of Jones Field and north of Chewning Farm.	
C-27. Chewning Farm Lane		24073	Non-contributing (post-historic)	<b>Context:</b> Civil War <b>History:</b> During the Civil War era, the Chewning Farm clearing was reached by Parker's Store Road, an antebellum road that ran north-south from Germanna Plank Road to Parker's Store on the Orange Plank Road. The use of Parker's Store Road as a through route was discontinued in ca. 1880 and only the portion running between Chewning Farm and Orange Plank Road remained. Following the construction of Hill-Ewell Drive in 1930's, a new farm lane was created running south from the park drive to the site of the antebellum Chewning house, which was destroyed by fire in 1947. <b>Evaluation:</b> Since the park acquired the Chewning Farm in 1972, the ca. 1930s Chewning Farm lane has been used as a secondary park trail that leads visitors from a pull-off parking area at Hill-Ewell Drive to the former site of the Chewning House. Along the way, the lane passes through agricultural fields which are cultivated under lease agreement. At its southern end, the lane meets the historic alignment of Parker's Store Road, which exists today as a secondary farm road that meets Orange Plank Road to the south. The Chewning House lane may follow part of the historic alignment of Parker's Store Road but further research is required. As a non-historic farm lane, the Chewning farm	

**TABLE 3.3. LANDSCAPE FEATURES INVENTORY: HILL-EWELL DRIVE (SOUTH) AND ORANGE PLANK ROAD (VA 621) WILDERNESS BATTLEFIELD** FREDERICKSBURG AND SPOTSYLVANIA NATIONAL MILITARY PARK

Feature Name with Drawing Key (Non-NPS in Italics)	Other Resource Inventory	FMSS Data (Location/Asset records)	Evaluation Status	Historical Data/Evaluation (Historic Period: 1864 - 1964)	Existing Conditions Photo Reference
				lane does not reflect the historic battle-era character of Wilderness Battlefield. However, that determination could change if further research shows that the lane follows a historic segment of Parker's Store Road.	
C-28. Tapp Field Trail		24070	Non-contributing (post-historic)	The park built Tapp Field Trail (also referred to as Widow Tapp Farm Trail) through Tapp Field in 1980s, between Hill-Ewell Drive to the east and a parking area on Orange Plank Road to the west, incorporating the southern portion of the former Poague Battery Foot Trail, created in the 1930s. From Hill-Ewell Drive, the trail is surfaced with rubber mulch for approximately 50 ft. before transitioning to a mowed path through Tapp Field, today cultivated for soybeans.	
C-29. Fawn Lake Entrance Drive			Non-contributing	<i>Beginning in ca. 1975, the Fawn Lake subdivision was developed west of Longstreet Drive and south of Orange Plank Road. The development was expanded in 1989 and began using Longstreet Drive for primary access. In exchange for adjacent wooded parcels owned by NTS/Virginia Development Company, the Fawn Lake developer, in 1989 the park agreed to transfer the southern end of Longstreet Drive to the company and to allow the subdivision to use the northern 750 ft., which the park retained, as an access drive. Subsequently in ca. 1990, Fawn Lake built an entrance drive parallel to and west of Longstreet Drive, separated from the historic park drive by a grassy median that contains portions of historic Confederate earthworks. Longstreet Drive became the subdivision's exit drive.</i>	
C-30. Longstreet Drive (Fawn Lake Exit Drive)			Non-contributing	<b>Context:</b> Historic Park Development <b>History:</b> Park drive completed in 1935, running south from Orange Plank Road following Confederate earthworks constructed by Hill's 3 <sup>rd</sup> Corps and Longstreet's 1 <sup>st</sup> Corps. 20-ft.-wide roadbed within 30-ft.-wide graded corridor with shoulders on both sides. Built with 8-in.-thick crushed stone base and road surface of liquid asphalt covered by broomed-and-rolled gravel. At southern end, drive ended at turnaround that allowed visitors to view the Virginia Central Railway, the railroad corridor used in Longstreet's 1864 flank attack. The drive passed through a narrow strip of park land surrounded by private property. Drive was maintained through MISSION 66 era with few changes. <b>Evaluation:</b> Beginning in ca. 1975, the Fawn Lake subdivision was developed west of Longstreet Drive and south of Orange Plank Road. The development was expanded in 1989 and began using Longstreet Drive for its primary access. In exchange for adjacent wooded parcels owned by the Fawn Lake developer, in 1989 the park agreed to transfer the southern end of Longstreet Drive to the company and to allow the subdivision to use the northern 750 ft., which the park retained, as an	

**TABLE 3.3. LANDSCAPE FEATURES INVENTORY: HILL-EWELL DRIVE (SOUTH) AND ORANGE PLANK ROAD (VA 621)  
WILDERNESS BATTLEFIELD FREDERICKSBURG AND SPOTSYLVANIA NATIONAL MILITARY PARK**

Feature Name with Drawing Key (Non-NPS in Italics)	Other Resource Inventory	FMSS Data (Location/ Asset records)	Evaluation Status	Historical Data/Evaluation (Historic Period: 1864 - 1964)	Existing Conditions Photo Reference
				<p><i>access drive. The alienated southern end of the drive remained within the park's legislated boundary and was subject to a conservation easement held by the park. Subsequently, Fawn Lake built an entrance drive parallel to and west of Longstreet Drive. Longstreet Drive became the subdivision's exit drive. Today, it follows the park drive's historic alignment within the park's legislated boundary. Despite the continued existence of the historic alignment, Longstreet Drive has lost substantial historic character related to its adaptation as Fawn Lake's exit drive.<sup>3</sup></i></p>	
C-31. Orange Plank Road (Rte. 621)			Contributing	<p><b>Context:</b> Civil War  <b>History:</b> Colonial-era mountain road improved in 1852 as the main plank road passing through the Wilderness. It followed the old Orange Turnpike through Chancellorsville before veering south onto the Old Road to Orange near Wilderness Church. Passed through mostly unbroken forest along its route. Intersected Germanna Plank Road and Brock Road within area of Catharine Furnace Company lands. Consequential corridor during 1864 battle, with Union holding Orange Plank Road – Brock Road intersection in defiance of Confederate advances from the west. Over the decades following the Civil War, Orange Plank Road remained an unimproved dirt road. Before establishment of the park, the Orange Plank Road front received the majority of attention for commemorative activities from veterans groups and others, especially southerners. In the 1930s, following establishment of the park, the state completed modest improvements to the road. In the 1950s, Orange Plank Road became part of the park's automobile tour route.  <b>Evaluation:</b> Today, the Orange Plank Road is a two-lane, asphalt-paved, secondary state highway that passes through the park. Between the Orange Plank Road – Brock Road intersection to the east and the Fawn Lake subdivision to the west, a segment of the Orange Plank Road falls within park boundaries. The road continues to generally follow its antebellum alignment and reflects the historic Civil War-era landscape character of Wilderness Battlefield. State maintains a right of way.</p>	
C-32. Widow Tapp Farm Trail				See Widow Tapp Farm Trail in Circulation, Hill-Ewell Drive	
C-33. Wadsworth Monument Parking Area		241587	Unevaluated	<p><b>Context:</b> Historic Park Development  <b>History:</b> The site of Longstreet's wounding, near the location of the Wadsworth Monument along the north side of Orange Plank Road, was included as a stop on the park's original MISSION 66-era automobile tour route. A small pull-off parking area may have been built to accommodate visitors at the site.  <b>Evaluation:</b> Today, a small paved asphalt pull-off parking area exists along the north side of Orange Plank Road near the Wadsworth Monument. The extant parking area may date from the MISSION 66-era automobile tour stop which was located at the site before the tour</p>	

**TABLE 3.3. LANDSCAPE FEATURES INVENTORY: HILL-EWELL DRIVE (SOUTH) AND ORANGE PLANK ROAD (VA 621) WILDERNESS BATTLEFIELD FREDERICKSBURG AND SPOTSYLVANIA NATIONAL MILITARY PARK**

Feature Name with Drawing Key (Non-NPS in Italics)	Other Resource Inventory	FMSS Data (Location/Asset records)	Evaluation Status	Historical Data/Evaluation (Historic Period: 1864 - 1964)	Existing Conditions Photo Reference
				route was revised in the 1980s. However, further research is required to make this determination.	
C-34. Orange Plank Road Trace	WI0266/ CRIS-HS: 007942; CRIS-AR: FRSP00174.000		Contributing	<p><b>Context:</b> Civil War  <b>History:</b> Colonial-era mountain road improved in 1852 as the main plank road passing through the Wilderness. It followed the old Orange Turnpike through Chancellorsville before veering south onto the Old Road to Orange near Wilderness Church. Passed through mostly unbroken forest along its route. Intersected Germanna Plank Road and Brock Road within area of Catharine Furnace Company lands. Consequential corridor during 1864 battle, with Union holding Orange Plank Road – Brock Road intersection in defiance of Confederate advances from the west. Over the decades following the Civil War, Orange Plank Road remained an unimproved dirt road. Before establishment of the park, the Orange Plank Road front received the majority of attention for commemorative activities from veterans groups and others, especially southerners. In the 1930s, following establishment of the park, the state completed modest improvements to the road. In the 1950s, Orange Plank Road became part of the park’s automobile tour route.  <b>Evaluation:</b> Today, the Orange Plank Road is a two-lane, asphalt-paved, secondary state highway that passes through the park. Portions of Orange Plank Road overlay the ca. 1850 Orange Plank Road Trace, a 22-ft.-wide, 6000 ft.-long corduroy road laid out by William Mahone. Further study is required to determine what remnants of the historic plank road exist under the present-day roadbed.</p>	See Drawing 3.3
C-35. Intersection of Wilderness Park Drive			Non-contributing (post-historic)	Wilderness Park Drive, a private road within the Lake Wilderness (west) subdivision intersects with the north side of Orange Plank Road approximately 800 ft. east of the Fawn Lake exit road/ Longstreet Drive intersection. The intersection was created in ca. 1969.	
C-36. Longstreet Wounding Parking Area			Unevaluated	<p><b>Context:</b> Historic Park Development  <b>History:</b> The site of Longstreet’s wounding was included as a stop on the park’s original MISSION 66-era automobile tour. A small pull-off parking area for 3-5 cars was likely built on the south side of Orange Plank Road near the historic site.  <b>Evaluation:</b> The site of Longstreet’s wounding remains a stop on the park’s automobile tour route. The parking area near the site of Longstreet’s wounding was expanded in 2006 after the park removed</p>	

**TABLE 3.3. LANDSCAPE FEATURES INVENTORY: HILL-EWELL DRIVE (SOUTH) AND ORANGE PLANK ROAD (VA 621)  
WILDERNESS BATTLEFIELD FREDERICKSBURG AND SPOTSYLVANIA NATIONAL MILITARY PARK**

Feature Name with Drawing Key (Non-NPS in Italics)	Other Resource Inventory	FMSS Data (Location/ Asset records)	Evaluation Status	Historical Data/Evaluation (Historic Period: 1864 - 1964)	Existing Conditions Photo Reference
				the remains of a parking area on the opposite side of the road which had served the south trailhead of the Warren-Wadsworth Foot Trail. The location of the parking area reflects the historic landscape character of the late period of park development. However, the size and configuration of the parking area reflect non-historic park development.	
C-37. Longstreet Wounding Sidewalk			Non-contributing (post-historic)	When the parking area for Longstreet's wounding site was expanded at the south side of Orange Plank Road in 2006, a concrete sidewalk was installed along the south side of the parking area.	
C-38. Intersection of Forest Walk Drive			Non-contributing (post-historic)	Forest Walk Drive, a private road within the Forest Walk subdivision intersects with the north side of Orange Plank Road approximately .5 mile east of the Fawn Lake exit road/ Longstreet Drive intersection. The intersection was created in ca. 1969.	
<b>Topography</b> (Plan Key: T)					
Federal Line Earthworks			Contributing	See T-5, Federal Line Earthworks (Table 3.2)	
T-7. A. P. Hill's Works	WI0248/ CRIS-HS: 007936 CRIS-AR: FRSP00167	44079/ 17565	Contributing	<b>Context:</b> Civil War <b>History:</b> During the Battle of the Wilderness in May 1864, Hill's 3 <sup>rd</sup> Corps (CS) constructed defensive earthworks north, east, and west of the Tapp farmstead to reinforce the Confederate rear line. Linear works ran through wooded areas north of Tapp Field, reaching the Chewning Farm clearing to the west. East of the Tapp house, a long arc of breastworks passed through the farm clearing, which the Confederates expanded onto Catharine Furnace property to the east, and crossed the Orange Plank Road to meet works constructed by Longstreet's 1 <sup>st</sup> Corps (CS) to the south. West of the Tapp house, an additional line of entrenchments ran from Orange Plank Road west to the Chewning Farm. In the decades following the battle, Hill's works became enclosed	

**TABLE 3.3. LANDSCAPE FEATURES INVENTORY: HILL-EWELL DRIVE (SOUTH) AND ORANGE PLANK ROAD (VA 621) WILDERNESS BATTLEFIELD** FREDERICKSBURG AND SPOTSYLVANIA NATIONAL MILITARY PARK

Feature Name with Drawing Key (Non-NPS in Italics)	Other Resource Inventory	FMSS Data (Location/Asset records)	Evaluation Status	Historical Data/Evaluation (Historic Period: 1864 - 1964)	Existing Conditions Photo Reference
				<p>in successional woods. In ca. 1931, the War Dept. acquired the strip of land containing Hill's works on both sides of the Orange Plank Road as part of the park's initial landholdings. Beginning in 1932, the southern part of Hill-Ewell Drive was laid out to run along the southern edge of the line of Hill's works north of the Orange Plank Road. South of Orange Plank Road, Longstreet Drive ran along the remainder of Hill's works and, farther to the south, works constructed by Longstreet's 1<sup>st</sup> Corps.</p> <p><b>Evaluation:</b> In ca. 1969, part of the Lake Wilderness subdivision was built immediately north of Hill's Works along Hill-Ewell Drive. In 1989, the construction of an entrance gate for the Fawn Lake subdivision on the southern edge of the Orange Plank Road, immediately across from the southern end of Hill-Ewell Drive, resulted in the destruction of a portion of Hill's works. Today, Hill's works run for approximately 3.8 miles along the north, south, and west sides of the southern end of Hill-Ewell Drive, reaching from the Chewning Farm clearing to the Orange Plank Road. The works primarily consist of linear earthworks with interspersed artillery emplacements. The are 1- to 2-ft.-high and 3-ft.-wide, with a 1- to 2-ft. deep, 1- to 2-ft.-wide outer trench. Portions run across open fields and are covered with sod, others are surrounded by forest and low brush. Hill's works contribute to the historic 1864 battlefield landscape character at Wilderness Battlefield.</p>	
T-8. Longstreet's Works			Contributing	<p><b>Context:</b> Civil War</p> <p><b>History:</b> During the Battle of the Wilderness in May 1864, Longstreet's 1<sup>st</sup> Corps built earthworks running south from woods near Orange Plank Road, where they met Hill's Works, across the unfinished Fredericksburg &amp; Gordonsville railroad corridor into the Greenfield plantation. In ca. 1931, the War Dept. acquired the strip of land containing Longstreet's Works and built Longstreet Drive along the works between 1932 and 1935. The southern part of Longstreet's Works fell outside the park landholdings and were likely levelled by private landowners.</p> <p><b>Evaluation:</b> Beginning in ca. 1975, the Fawn Lake subdivision was developed west of Longstreet Drive and south of Orange Plank Road. The development was expanded in 1989 and began using Longstreet Drive for its primary access. In exchange for adjacent wooded parcels owned by the Fawn Lake developer, in 1989 the park agreed to transfer the southern end of Longstreet Drive, including Longstreet's Works, to the company and to allow the subdivision to use the northern 750 ft., which the park retained, as an access drive. The alienated southern end of the drive remained within the park's legislated boundary and was subject to a conservation easement held by the park, intended to protect Longstreet's Works. Subsequently, Fawn Lake built an entrance drive parallel to and west of Longstreet Drive and Longstreet's Works. Longstreet Drive became the subdivision's exit drive. Near the northern</p>	See Drawing 3.3

**TABLE 3.3. LANDSCAPE FEATURES INVENTORY: HILL-EWELL DRIVE (SOUTH) AND ORANGE PLANK ROAD (VA 621)  
WILDERNESS BATTLEFIELD FREDERICKSBURG AND SPOTSYLVANIA NATIONAL MILITARY PARK**

Feature Name with Drawing Key (Non-NPS in Italics)	Other Resource Inventory	FMSS Data (Location/ Asset records)	Evaluation Status	Historical Data/Evaluation (Historic Period: 1864 - 1964)	Existing Conditions Photo Reference
				end of Longstreet Drive, Longstreet's Works run along the eastern edge of the road. Along the southern portion of the drive, Longstreet's Works run through the median between the entrance and exit drives. Portions of the works sit on park land while other are located on land owned by Fawn Lake subject to park conservation easements. <sup>4</sup>	
<b>Vegetation</b> (Plan Key: V)					
V-11. <i>Chewning Cemetery Grove</i>			Unevaluated	<p><b>Context:</b> <i>Civil War</i></p> <p><b>History:</b> <i>The antebellum Chewning Farm features a family burial ground located near the western edge of the farm clearing.</i></p> <p><b>Evaluation:</b> <i>When the park acquired Chewning Farm in 1972, the Chewning family burial ground was not included in the transaction. Today, the burial plot remains in private ownership as a park inholding. The burial plot is shaded by a grove of mature canopy trees. Further research is required to determine if the existing grove reflects the historic character of the Civil War-era landscape.</i></p>	
V-12. Widow Tapp House Site #2 Grove			Non-contributing (post-historic)	A small grove of trees shelters the covered well located at the Widow Tapp house site #2 near the center of the Tapp Field clearing. The grove includes cedars at four corners of the well cover and butternut trees.	
V-13. <i>Monument Lot Grove</i>			Contributing	<p><b>Context:</b> <i>Civil War, Pre-Park Commemoration</i></p> <p><b>History:</b> <i>In 1892, approximately 1 acre at the eastern edge of Tapp Field along the Orange Plank Road was donated to the Association for the Preservation of Virginia Antiquities by J. Horace Lacy (then owner of Ellwood) and the Catharine Furnace Company. Parcel contained former temporary Confederate Texas brigade gravesites and a white quartz field stone placed in 1891 as memorial marker. Southern end of Poague's battery also located within parcel. Parcel became known as "Monument Lot" and was shaded by grove of mature oak, hickory, pine, and cedar remaining from strip of woods that had separated Tapp Field from Orange Plank Road. First commemorative landscape at Wilderness Battlefield. "Lee-to-the-Rear" marker installed in 1902. War Dept. did not acquire parcel in 1930s but treated Monument Lot as part of park. Park maintained thinned tree canopy and mowed turf. In ca. 1963, a more formal, 8-ft.-tall red-granite shaft on a rectangular pedestal was installed to commemorate Confederate Texas Brigade.</i></p> <p><b>Evaluation:</b> <i>Today, a grove of oak, pine, and cedar continues to shade</i></p>	

**TABLE 3.3. LANDSCAPE FEATURES INVENTORY: HILL-EWELL DRIVE (SOUTH) AND ORANGE PLANK ROAD (VA 621) WILDERNESS BATTLEFIELD FREDERICKSBURG AND SPOTSYLVANIA NATIONAL MILITARY PARK**

Feature Name with Drawing Key (Non-NPS in Italics)	Other Resource Inventory	FMSS Data (Location/Asset records)	Evaluation Status	Historical Data/Evaluation (Historic Period: 1864 - 1964)	Existing Conditions Photo Reference
				<i>the Monument Lot along Orange Plank Road near the eastern edge of Tapp Field. The ownership of the Monument Lot (Inholding Tract 04-173) is undetermined. The park continues to manage the parcel as federal land.</i>	
<b>Buildings and Structures</b> (Plan Key: BS)					
Hill-Ewell Drive Culverts and Lined Ditches			Contributing	See BS-14, Hill-Ewell Drive Culverts and Lined Ditches (Table 3.2)	
Hill-Ewell Drive Tree Rings			Contributing	See BS-15, Hill-Ewell Drive Tree Rings (Table 3.2)	
BS-16. Hill-Ewell Drive Bridge	WI0243c/ CRIS-HS: 082116	24018	Contributing	<p><b>Context:</b> Historic Park Development  <b>History:</b> Accompanying the construction of Hill-Ewell Drive from 1932 to 1937, a 30-ft.-wide and 100-ft. long stone bridge was built to carry the park drive over the South Branch – Wilderness Run. The bridge was constructed with curved ends, battered stone sides, and a single elliptical arch. The structure was probably built by enrollees from CCC camp NP-4.  <b>Evaluation:</b> The 1930s stone arch bridge continues to carry Hill-Ewell Drive over the South Branch – Wilderness Run and reflects the historic landscape character of the early period of park development.</p>	
<i>BS-17. Fawn Lake Subdivision Entrance Walls and Gate</i>	<i>WI0267</i>		<i>Non-contributing (detracting)</i>	<p><i>Constructed in ca. 1990 at entrance to Fawn Lake subdivision on south side of Orange Plank Road, directly opposite from south entrance to Hill-Ewell Drive. The development's one-way exit road, which passes through the gate's east opening, was formerly the park's Longstreet Drive, which was constructed in the 1930s. As part of an agreement with the park, the developer of Fawn Lake was permitted to construct entrance signs on park-owned land near the intersection of Longstreet Drive and Orange Plank Road and to lay out an entrance drive parallel to and west of Longstreet Drive. A passageway was constructed in the eastern portion of the wall to preserve remnants of Longstreet's Works, however the works are no longer visible due to erosion. The Fawn Lake subdivision entrance walls and gate detract from the historic landscape character of Wilderness Battlefield. The structure spans across federally-owned tract 04-116 and inholding tract 04-131.</i></p>	

**TABLE 3.3. LANDSCAPE FEATURES INVENTORY: HILL-EWELL DRIVE (SOUTH) AND ORANGE PLANK ROAD (VA 621)  
WILDERNESS BATTLEFIELD FREDERICKSBURG AND SPOTSYLVANIA NATIONAL MILITARY PARK**

Feature Name with Drawing Key (Non-NPS in Italics)	Other Resource Inventory	FMSS Data (Location/ Asset records)	Evaluation Status	Historical Data/Evaluation (Historic Period: 1864 - 1964)	Existing Conditions Photo Reference
<i>BS-18. Fawn Lake Subdivision Entrance Gatehouse</i>			Non-contributing	Approximately 1,000 ft. south of Orange Plank Road, a gatehouse sits in the median between the Fawn Lake subdivision entrance and exit roads. The gatehouse was built in ca. 1990. The Fawn Lake exit road is the former Longstreet Drive. The gatehouse is located on a park inholding owned by Fawn Lake but subject to an NPS archeological easement.	
BS-19. Longstreet Drive Park Culverts			Non-contributing <sup>5</sup>	<b>Context:</b> Historic Park Development <b>History:</b> As part of the development of Longstreet Drive in ca. 1934, CCC enrollees constructed rectangular ashlar culvert headwalls according to a park-wide standard design developed by the park commission under earlier War Dept. administration. <b>Evaluation:</b> In ca. 1990, Fawn Lake retained some of the original stone culvert headwalls when they adapted Longstreet Drive as the subdivision's exit drive. Today, two historic culverts and one contemporary culvert exist along the northern portion of the drive, which falls within park ownership. The historic culverts contribute to the historic landscape character of the early park development era.	
BS-20. Longstreet Drive Park Tree Rings			Non-contributing <sup>6</sup>	<b>Context:</b> Historic Park Development <b>History:</b> As part of the development of Longstreet Drive in ca. 1934, CCC enrollees constructed low stone walls around trees where the surrounding grade was raised, known as tree rings. The tree rings were built according to a park-wide standard design developed by the park commission under earlier War Dept. administration. <b>Evaluation:</b> At least one historic stone tree ring remains in its historic location along the former Longstreet Drive, which now serves as the exit drive for the Fawn Lake subdivision. The tree ring reflects the historic landscape character of the early period of park development.	
<i>BS-21. Fawn Lake Streetlights</i>			Non-contributing (post-historic)	Lighting features installed along Fawn Lake entrance/exit drives in ca. 1990.	

**TABLE 3.3. LANDSCAPE FEATURES INVENTORY: HILL-EWELL DRIVE (SOUTH) AND ORANGE PLANK ROAD (VA 621) WILDERNESS BATTLEFIELD FREDERICKSBURG AND SPOTSYLVANIA NATIONAL MILITARY PARK**

Feature Name with Drawing Key (Non-NPS in Italics)	Other Resource Inventory	FMSS Data (Location/Asset records)	Evaluation Status	Historical Data/Evaluation (Historic Period: 1864 - 1964)	Existing Conditions Photo Reference
BS-22. Widow Tapp House Site #2 Well Cover			Non-contributing (post-historic)	A cover measuring 8 ft. x 6 ft. and constructed of wooden planks sits on top of a well in the center of Tapp Field that is likely associated with a post-battle house that stood between 1870 and 1940.	
BS-23. NPS Residence within Lake Wilderness #1			Non-contributing (post-historic)	The park owns two single-family residential buildings on inholding tracts at the edge of the Lake Wilderness subdivision. The buildings will both be removed in the future.	
BS-24. NPS Residence within Lake Wilderness #2			Non-contributing (post-historic)	The park owns two single-family residential buildings on inholding tracts at the edge of the Lake Wilderness subdivision. The buildings will both be removed in the future.	
<b>Small-Scale Features</b> (Plan Key: SSF)					
SS-21. Reproduction Artillery at Intersection of Hill-Ewell Drive and Orange Plank Road		22936/ 1329247, 1329248	Contributing	<b>Context:</b> Historic Park Development <b>History:</b> As part of the MISSION 66-era improvements during the mid-1960s, the park introduced reproduction artillery, including cannons and limbers, to the landscape at Wilderness Battlefield. Cannons were placed at each entrance to Hill-Ewell Drive, including at the park drive's southern end where it met Orange Plank Road. The reproduction artillery pieces helped to reinforce the identity of the military park. <b>Evaluation:</b> The reproduction cannon near the intersection of Hill-Ewell Drive and Orange Plank Road remains in its historic location and retains its historic character. It sits in an area of mowed grass on the north side of Hill-Ewell Drive. The cannon reflects the historic landscape character of the late period of park development.	
SS-22. Split Rail Fence at Tapp Farm Parking			Non-contributing (post-historic)	Wooden split-rail fence located at northern edge of parking area for Tapp Farm on north side of Orange Plank Road. Likely built in ca. 1985 when Tapp Field trail was created.	

**TABLE 3.3. LANDSCAPE FEATURES INVENTORY: HILL-EWELL DRIVE (SOUTH) AND ORANGE PLANK ROAD (VA 621) WILDERNESS BATTLEFIELD** FREDERICKSBURG AND SPOTSYLVANIA NATIONAL MILITARY PARK

Feature Name with Drawing Key (Non-NPS in Italics)	Other Resource Inventory	FMSS Data (Location/Asset records)	Evaluation Status	Historical Data/Evaluation (Historic Period: 1864 - 1964)	Existing Conditions Photo Reference
SS-23. <i>Reproduction Artillery, Tapp Farm</i>		22936/ 1329247, 1329248	Unevaluated	<p><b>Context:</b> Historic Park Development  <b>History:</b> Reproduction artillery, including 2 cannons and a limber, were placed near the southern end of Tapp Farm during or after the MISSION 66 era of park development.  <b>Evaluation:</b> In ca. 1985, the Tapp Field Trail was created through Tapp Farm, passing directly by the location of the reproduction artillery at the southern end of the clearing. The artillery features may have been added around this time. Further research is required to determine the date of installation.</p>	
SS-24. <i>Lee-to-the-Rear Stone</i>			Contributing	<p><b>Context:</b> <i>Pre-Park Commemoration</i>  <b>History:</b> <i>Uninscribed white field quartz boulder, placed in 1891 by local residents, marking former gravesites of approximately 40 soldiers from the 1<sup>st</sup> Texas infantry regiment who died in the 1864 Battle of the Wilderness, now interred in Fredericksburg Confederate Cemetery. In 1892, approximately 1 acre at the eastern edge of Tapp Field along the Orange Plank Road was donated to the Association for the Preservation of Virginia Antiquities by J. Horace Lacy (then owner of Ellwood) and the Catharine Furnace Company. Lee-to-the-Rear Stone located within this parcel, which came to be known as the "Monument Lot".</i>  <b>Evaluation:</b> <i>The Lee-to-the-Rear stone remains in its historic location in the Monument Lot. The white quartz boulder is approximately 3 ft. long x 1.5 ft. wide x 4 ft. high. It is located slightly northwest of the Texas Infantry Monument, which was installed in 1964.</i></p>	
SS-25. 1st Texas Infantry Regiment Monument	WI0228a/ CRIS-HS: 007946	24039	Contributing	<p><b>Context:</b> Historic Park Development  <b>History:</b> Placed on the Monument Lot sometime between June 1963 and September 1964 to commemorate members of Confederate 1<sup>st</sup> Texas infantry regiment who died during the Battle of the Wilderness. Erected by Texas State Civil War Centennial Commission.  <b>Evaluation:</b> The 1<sup>st</sup> Texas Infantry Regiment Monument remains in its historic location in the Monument Lot. The north and south faces feature inscriptions. The monument consists of a rectangular red granite shaft measuring 8 ft. high, 2.5 ft. wide, and 1 ft. thick on a rectangular pedestal.</p>	
SS-26. "Lee to The Rear" Texans Monument	WI0228b/ CRIS-HS: 007945	24038	Contributing	<p><b>Context:</b> Pre-Park Commemoration  <b>History:</b> In 1903, a stone marker commemorating the 1<sup>st</sup> Texas infantry regiment was placed in the Monument Lot in Tapp Field at the edge of Orange Plank Road. The stone's south face features an inscription. The monument was one of a series of commemorative markers installed throughout the Fredericksburg and Spotsylvania battlefields by a committee of local veterans, including the Stonewall Jackson arm</p>	

**TABLE 3.3. LANDSCAPE FEATURES INVENTORY: HILL-EWELL DRIVE (SOUTH) AND ORANGE PLANK ROAD (VA 621) WILDERNESS BATTLEFIELD FREDERICKSBURG AND SPOTSYLVANIA NATIONAL MILITARY PARK**

Feature Name with Drawing Key (Non-NPS in Italics)	Other Resource Inventory	FMSS Data (Location/Asset records)	Evaluation Status	Historical Data/Evaluation (Historic Period: 1864 - 1964)	Existing Conditions Photo Reference
				monument at Ellwood. They are collectively referred to as "Smith markers". <b>Evaluation:</b> The "Lee to the Rear" Texans monument remains in its historic location in the Monument Lot at the northern edge of the Orange Turnpike.	
SS-27. Colonel James D. Nance Monument	WI0274/ CRIS-HS: 007950	24043	Contributing	<b>Context:</b> Pre-Park Commemoration <b>History:</b> Erected August 16, 1912 by two veterans of the Confederate 3 <sup>rd</sup> Carolina regiment to mark the approximate site of Confederate Colonel James Nance's death on the south side of Orange Plank Road, slightly southwest of the Hill-Ewell Drive intersection. Originally located outside park property through informal arrangement with private landowner. <b>Evaluation:</b> Park acquired parcel containing monument in ca. 1990. The monument is 2.5 ft. high, 2 ft. wide with battered sides and rear face with sloped dressed north face with inscription. It remains in its historic location reflects the historic landscape character of the pre-park commemorative period.	
SS-28. Brigadier General Wadsworth, USV Monument	WI0252/ CRIS-HS: 007949	24042	Contributing	<b>Context:</b> Historic Park Development <b>History:</b> Erected in 1936 by grandson of Union Brigadier General Wadsworth to mark the place where Wadsworth was killed in action on the north side of Orange Plank Road, slightly northeast of the intersection with Hill-Ewell Drive. In 1941, the Wadsworth family transferred the .06-acre plot containing the monument to the park. <b>Evaluation:</b> Monument remains in its historic location. It is 8.5 ft. high, 5.5 ft. wide, 3 ft. deep. Rubble stone column resting on an 8-in.-high rubble base set into concrete with a rectangular bronze tablet affixed to the south face.	
SS-29. Longstreet's Wounding Parking Area Wood Bollards			Non-contributing	When the Longstreet's wounding site parking area was expanded in 2006, new wood bollards were installed along the south and north sides of the parking area.	

**TABLE 3.3. LANDSCAPE FEATURES INVENTORY: HILL-EWELL DRIVE (SOUTH) AND ORANGE PLANK ROAD (VA 621)  
WILDERNESS BATTLEFIELD FREDERICKSBURG AND SPOTSYLVANIA NATIONAL MILITARY PARK**

Feature Name with Drawing Key (Non-NPS in Italics)	Other Resource Inventory	FMSS Data (Location/ Asset records)	Evaluation Status	Historical Data/Evaluation (Historic Period: 1864 - 1964)	Existing Conditions Photo Reference
<b>Archeological Sites</b> (Plan Key: AS)					
AS-19. Chewning House Site	WI0251 CRIS-AR: FRSP00124		Unevaluated (Potential Archeological Significance)	<p><b>Context:</b> Civil War  <b>History:</b> House stood as 2 ½ - story structure near northwest corner of antebellum Chewning Farm clearing between 1836 and 1947, when it was destroyed by fire. A large barn that stood south of the house survived the fire, as did the mature trees that surrounded the house site.  <b>Evaluation:</b> The park acquired the 277-acre Chewning Farm, including the house site, in 1972. Soon after acquisition, the park demolished the barn and surviving outbuildings on the site. Today, a pile of stones, the ruins of a former chimney, are all that remains of the house. Reconnaissance and subsurface testing surveys undertaken by James Madison University have identified no structural or artifact evidence of the Chewning house. The site is located on the apex of a high weathered upland lobe at the head of a north-trending ravine that enters South Branch – Wilderness Run. Several successional trees and shrubs have become established on the house site.</p>	
AS-20. Chewning Cemetery			Contributing	<p><b>Context:</b> Civil War  <b>History:</b> Within the clearing of the antebellum Chewning Farm was a small family burial ground, located south of the farmstead. William V. Chewning was laid to rest in the cemetery in 1863. In 1877, his wife Permelia V. Chewning was also interred in the family plot. Their graves were marked by field stones.  <b>Evaluation:</b> When the park acquired the 277-acre Chewning Farm in 1972, the .8-acre plot containing the cemetery was not included. Today, the .8-acre plot remains in private ownership, surrounded by park-owned land within park boundaries.</p>	
AS-21. Widow Tapp House Site #1	WI0225/ CRIS-AR: FRSP00125		Contributing	<p><b>Context:</b> Civil War  <b>History:</b> The antebellum Tapp house, which stood near the center of Tapp Field during the 1864 Battle of the Wilderness, was occupied as early as 1800 and consisted of a one-and-one-half-story wood residential structure with at least two outbuildings. The house stood beside a farm road that connected Orange Plank Road with the Ellwood clearing to the north. Confederate General Lee set up headquarters near the antebellum house. The house survived the battle but was destroyed sometime after 1865.  <b>Evaluation:</b> There is no visible physical evidence of the antebellum Tapp House or its associated outbuildings. The house site is now located at the western edge of the Tapp Field clearing and can be reached by the Tapp Field Trail.</p>	

**TABLE 3.3. LANDSCAPE FEATURES INVENTORY: HILL-EWELL DRIVE (SOUTH) AND ORANGE PLANK ROAD (VA 621) WILDERNESS BATTLEFIELD FREDERICKSBURG AND SPOTSYLVANIA NATIONAL MILITARY PARK**

Feature Name with Drawing Key (Non-NPS in Italics)	Other Resource Inventory	FMSS Data (Location/Asset records)	Evaluation Status	Historical Data/Evaluation (Historic Period: 1864 - 1964)	Existing Conditions Photo Reference
AS-22. Widow Tapp House Site #2			Non-contributing	Following the loss of the antebellum Tapp House, a new house was built by the Tapp family in Tapp Field, which stood from ca. 1870-1940. Today, a covered well surrounded by a grove of trees near the center of the Tapp Farm is likely associated with this post-battle structure.	
AS-23. Texas Military Cemetery	WI0226/ CRIS-AR: FRSP00126		Contributing	<b>Context:</b> Civil War <b>History:</b> In the immediate aftermath of the Battle of the Wilderness in 1864, approximately 40 Confederate soldiers from the 1 <sup>st</sup> Texas infantry regiment were interred in temporary graves in a small burial plot near the eastern edge of Tapp Farm, in the margin of woods along the Orange Plank Road. The remains were reinterred in the Fredericksburg Confederate Cemetery in ca. 1865. In 1892, the Texas military cemetery was included within 1 acre at the eastern edge of Tapp Field donated to the Association for the Preservation of Virginia Antiquities by J. Horace Lacy (then owner of Ellwood) and the Catharine Furnace Company. The parcel became known as the "Monument Lot". <b>Evaluation:</b> Today, the temporary Texas military cemetery site remains within the Monument Lot, which is managed by the park although the ownership status of the parcel remains undetermined.	
AS-24. Wilderness National Cemetery No. 2	WI0250/ CRIS-AR: FRSP00129		Contributing	<b>Context:</b> Civil War <b>History:</b> In ca. 1864, following the Battle of the Wilderness, one of two temporary Union cemeteries for the temporary interment of unknown soldiers at Wilderness Battlefield was established within woods along the southern side of the Orange Plank Road, immediately west of the site of Longstreet's wounding. A 90-ft.-sq. plot was surrounded by a white picket fence and marked by a signboard attached to a tree. Five known remains were interred in individual graves while unknown remains were buried in plots containing ten skulls each. Altogether approximately 53 graves were dug. Between 1866 and 1867, the burials at Wilderness Cemeteries No. 1 (in Saunders Field) and No. 2 were relocated to Fredericksburg National Cemetery. <b>Evaluation:</b> Today, the site of Wilderness National Cemetery No. 2 is located in woods immediately south of the Orange Plank Road. Depressions, possibly exhumed graves are visible on the site, which is unmarked.	

---

<sup>1</sup> Evaluation of tract 04-116 is based on information provided by park staff member Gregg Kneipp. The ownership and easement status of tract 04-116 is recorded differently in NPS TractsNet and on the park's 2015 Land Status Map, which both categorize tract 04-116 as a park inholding tract privately owned by NTS/VA Development Co. and subject to a federal easement.

<sup>2</sup> Evaluation of tract 04-112 is based on information provided by park staff member Gregg Kneipp. The ownership and easement status of tract 04-112 is recorded differently in NPS TractsNet and on the park's 2015 Land Status Map, which both categorize tract 04-112 as federally owned.

<sup>3</sup> Although historic Longstreet Drive falls within the park's legislated boundary, the 2018 National Register registration form for Fredericksburg and Spotsylvania National Military Park states that Longstreet Drive no longer falls within the NR district boundary.

<sup>4</sup> The 2018 National Register registration form for Fredericksburg and Spotsylvania National Military Park states that Longstreet Drive no longer falls within the district boundary and does not list Longstreet's Works as a contributing structure or historic associated feature.

<sup>5</sup> The 2018 National Register registration form for Fredericksburg and Spotsylvania National Military Park states that Longstreet Drive no longer falls within the district boundary and does not list the Longstreet Drive Park Culverts as a contributing structure or historic associated feature.

<sup>6</sup> The 2018 National Register registration form for Fredericksburg and Spotsylvania National Military Park states that Longstreet Drive no longer falls within the district boundary and does not list the Longstreet Drive Park Tree Rings as a contributing structure or historic associated feature.

**TABLE 3.4. LANDSCAPE FEATURES INVENTORY: BROCK ROAD - ORANGE PLANK ROAD INTERSECTION WILDERNESS BATTLEFIELD FREDERICKSBURG AND SPOTSYLVANIA NATIONAL MILITARY PARK**

Feature Name with Drawing Key (Non-NPS in Italics)	Other Resource Inventory	FMSS Data (Location/Asset records)	Evaluation Status	Historical Data/Evaluation (Historic Period: 1864 - 1964)	Existing Conditions Photo Reference
<b>Spatial Organization</b> (Plan Key: SO)					
SO-25. Orange Plank Road-Brock Road Clearing			Contributing	<p><b>Context:</b> Historic Park Development  <b>History:</b> The park has maintained clearings at all four corners of the Brock Road–Orange Plank Road intersection since the early period of the park’s historic development. All four corners of the intersection were included in the park’s initial acquisitions in ca. 1931. The clearings all contained remnants of Union earthworks constructed under Hitchcock’s command. Several monuments and markers have been placed within the clearings throughout the park’s history. In 1942, the 12<sup>th</sup> New Jersey Monument was placed within the clearing at the southwest corner. In ca. 1948, an N marker was placed at the intersection. In 1964, a low granite block with a plaque was placed near the 12<sup>th</sup> New Jersey Monument to mark the rededication of that object. In 1965, a bronze directional compass disc was placed at the southwestern corner of the intersection next to three Happel signs.  <b>Evaluation:</b> The park continues to maintain clearings on all four sides of the Brock Road – Orange Plank Road intersection. The areas of mowed grass are shaded by mature canopy trees and contain remnants of Union earthworks constructed under Hitchcock. The clearing at the southwest corner of the intersection still contains the MISSION 66-era directional compass and the two 12<sup>th</sup> New Jersey markers. The clearings at the Brock Road – Orange Plank Road intersection reflect the historic landscape character of the park’s early period of development.</p>	
SO-26. General Alexander Hays Monument Clearing			Contributing	<p><b>Context:</b> Pre-Park Commemoration  <b>History:</b> Monument to Union General Alexander Hays, who died in the woods west of Brock Road and north of Orange Plank Road during Battle of Wilderness. dedicated 1905 West side of Brock Road in line of Union breastworks, slightly east of site of Hays’s death. Monument placed in clearing in woods.  <b>Evaluation:</b> The Hays monument remains in its historic location within a clearing in woods west of Brock Road.</p>	
<b>Land Use</b> (Plan Key: LU)					
LU-39. Inholding Tract 04-197: 10400 Brock Rd. (Hawkins Farm)			Contributing	<p><b>Context:</b> Civil War  <b>History:</b> During Civil War era, 65.4 acre Inholding Tract area was part of Hawkins Farm, immediately east of Brock Road. During Battle of the Wilderness, Union earthworks constructed by Hancock’s 2<sup>nd</sup> Corps along Brock Road through parcel area.  <b>Evaluation:</b> The Inholding Tract is wooded and sits adjacent to the intersection of Jackson Trail West and Brock Road. Currently or formerly owned by B. G. Jones Jr. LLC.</p>	

**TABLE 3.4. LANDSCAPE FEATURES INVENTORY: BROCK ROAD - ORANGE PLANK ROAD INTERSECTION  
WILDERNESS BATTLEFIELD FREDERICKSBURG AND SPOTSYLVANIA NATIONAL MILITARY PARK**

Feature Name with Drawing Key (Non-NPS in Italics)	Other Resource Inventory	FMSS Data (Location/Asset records)	Evaluation Status	Historical Data/Evaluation (Historic Period: 1864 - 1964)	Existing Conditions Photo Reference
<i>LU-40. Inholding Tract 04-212: Overlaps two properties on Hidden Lake Trail (Hawkins Farm)</i>			Contributing	<p><b>Context:</b> Civil War  <b>History:</b> During Civil War era, 12.4 acre Inholding Tract area was part of Hawkins Farm, immediately east of Brock Road. During Battle of the Wilderness, Union earthworks constructed by Hancock's 2<sup>nd</sup> Corps along Brock Road through parcel area.  <b>Evaluation:</b> The Inholding Tract is wooded and sits west of Inholding Tract 04-197. 11702 and 11710 Hidden Lake Trail, currently or formerly owned by James M. Mock, Trustee of J. M. Mock Trust, and William B Mock, Trustee of Trust W. B. Mock.</p>	
<i>LU-41. Inholding Tract 04-199: Intersection of Jackson Trail West and Hidden Lake Trail (Stephens Farm)</i>			Contributing	<p><b>Context:</b> Civil War  <b>History:</b> During Civil War era, Inholding Tract area may have been part of Stephens Farm at southern end of Wilderness Battlefield.  <b>Evaluation:</b> Inholding Tract of .18 acres at southern end of FRSP Wilderness Battlefield, along Jackson Trail West. Currently or formerly owned by A. N. Johnston III Estate, c/o J. Robert Yeaman III, Executor.</p>	
<b>Circulation</b> (Plan Key: C)					
<i>C-39. Intersection of Flintlock Drive</i>			Non-contributing (post-historic)	Flintlock Drive, a private road within the Lake Wilderness (east) subdivision intersects with the north side of Orange Plank Road approximately 600 ft. west of the Brock Road/Orange Plank Road intersection. The intersection was created in ca. 1969.	
C-40. Vermont Brigade Monument Parking Area			Non-contributing (post-historic)	In 2006, the park opened a new parking area along the south side of Orange Plank Road, immediately west of the Brock Road intersection, to provide access to a new trail leading to the recently-installed Vermont Brigade Monument. The parking area features 8 car spaces and bus spot along the road.	

**TABLE 3.4. LANDSCAPE FEATURES INVENTORY: BROCK ROAD - ORANGE PLANK ROAD INTERSECTION  
WILDERNESS BATTLEFIELD FREDERICKSBURG AND SPOTSYLVANIA NATIONAL MILITARY PARK**

Feature Name with Drawing Key (Non-NPS in Italics)	Other Resource Inventory	FMSS Data (Location/Asset records)	Evaluation Status	Historical Data/Evaluation (Historic Period: 1864 - 1964)	Existing Conditions Photo Reference
C-41. Vermont Monument Parking Area Sidewalk			<i>Non-contributing (post-historic)</i>	In 2006, the park installed a concrete sidewalk along the southern edge of the new Vermont Brigade monument parking area along the south side of Orange Plank Road, immediately west of the Brock Road intersection.	
C-42. Vermont Brigade Trail		22891/107237	<i>Non-contributing (post-historic)</i>	In 2006, the park created a new trail through woods south of the Orange Plank Road and west of Brock Road, where the Vermont Brigade Monument was installed. The .4-mile loop trail partially follows the path of a post-battle woods road and passes the monument along its route. The trail is surfaced with rubber mulch and is reached from a parking area along the south side of Orange Plank Road. Trail also passes 12th New Jersey Regiment Monument near the Brock Road intersection.	
C-43. Hays Monument Parking Area		241584	Unevaluated	<b>Context:</b> Pre-Park Commemoration <b>History:</b> Monument to Union General Alexander Hays, who died in the woods west of Brock Road and north of Orange Plank Road during 1854 Battle of Wilderness, was dedicated in 1905 in a clearing on west side of Brock Road in line of Union breastworks, slightly east of site of Hays's death. <b>Evaluation:</b> A small pull-off parking area is located on the west side of Brock Road near the location of the Hays Monument. It is unclear when the pull-off parking area was created.	
C-44. Jackson Trail West	WI0220/ CRIS-HS: 007897		Contributing	<b>Context:</b> Civil War, Historic Park Development <b>History:</b> Series of farm roads west of and parallel to Brock Road used by ±30,000 Confederate forces during Jackson's flank march, May 2, 1863. Property for park road acquired by NPS through donation, 1939; Rustic road, designed by NPS to convey the 1863, laid out along pre-existing farms roads and new alignment through Stephens and Trigg farms; Trigg Farm buildings removed for new alignment. Construction begun by CCC, 1940; road completed by Army troops, 1943. Road featured narrow gravel surface 2.34 miles long and approximately 12' wide with inconspicuous corrugated pipe culverts and rustic stone ford across Brock Run. Spring Creek subdivision developed in Trigg Farm clearing and other house built off road after 1990. <b>Evaluation:</b> Jackson Trail West is part of the historic park circulation, and relates to battle-period circulation. The distinctive design of the road reflects the interpretation of Jackson's flank march during the early park period. The road	

**TABLE 3.4. LANDSCAPE FEATURES INVENTORY: BROCK ROAD - ORANGE PLANK ROAD INTERSECTION  
WILDERNESS BATTLEFIELD** FREDERICKSBURG AND SPOTSYLVANIA NATIONAL MILITARY PARK

Feature Name with Drawing Key (Non-NPS in Italics)	Other Resource Inventory	FMSS Data (Location/Asset records)	Evaluation Status	Historical Data/Evaluation (Historic Period: 1864 - 1964)	Existing Conditions Photo Reference
				retains its historic wooded character but has lost setting to suburban development and growth of woods in the former clearing of the Stephens and Trigg farms.	
<b>Topography</b> (Plan Key: T)					
T-9. Hancock's Works (Grant's Left Flank) <sup>1</sup>	WI0230/ WI0221/ CRIS-HS: 007938 CRIS-AR: FRSP00160	44079/ 17567	Contributing	<p><b>Context:</b> Civil War</p> <p><b>History:</b> During the Battle of the Wilderness in 1864, Hancock's 2<sup>nd</sup> Corps (US) constructed three distinct lines of earthworks along both sides of Brock Road running south from the Orange Turnpike intersection. In the decades following the Civil War, successional woods likely established on works. Strips of land containing works on both sides of road included in park's initial landholdings in 1930s. During the 1930s, CCC crews treated battle-era earthwork remains by cleaning up debris, removing shrubs, and pruning trees to increase visibility for park visitors. Surviving earthworks were also sodded with native fescue grasses to prevent erosion. Following discontinuation of CCC activities at the park in 1941, woody vegetation likely became reestablished on the earthwork remains.</p> <p><b>Evaluation:</b> Today, the three distinct lines of Hancock's Works run through park land on both sides of Brock Road, proceeding south from the Orange Turnpike intersection toward the Jackson Trail. Length is 1.7 miles on east side, and 1.9 miles and 4.75 miles for two distinct lines on west side. On the west side, the line of earthworks follows Jackson Trail (West) south of the trail's intersection with Brock Road. All three lines consist of earthen parapet approximately 3 ft. high and 5 ft. wide and 2-ft.-deep earthen trench. Some sections run directly beside road in mowed grass areas, others pass slightly farther away from road through woods. Hancock's Works reflect the historic battle-era character of the Wilderness Battlefield landscape.</p>	
T-10. Federal Lunettes	WI0256/ CRIS-HS: 082072 CRIS-AR: FRSP00181	44079/ 17569	Contributing	<p><b>Context:</b> Civil War</p> <p><b>History:</b> During the Battle of the Wilderness, federal forces constructed earthworks along both sides of Brock Road near its intersection with Orange Plank Road to resist a Confederate advance from the west. The fortifications included breastworks and lunettes, also known as rifle pits, which typically consisted of semi-circular earthworks around individual artillery emplacements.</p> <p><b>Evaluation:</b> The remnants of two federal lunettes, constructed by Warren's 5<sup>th</sup> Corps under the command of General James Wadsworth, are located in the woods on the south side of Orange Plank Road southeast of the intersection with Brock Road. The lunettes consist of a 50-ft.-wide, 30-ft.-deep curved emplacement with 3-ft.-high, 10-ft.-wide earthen walls. The extant federal lunettes reflect the historic character of the 1864 battlefield landscape.</p>	See Drawing 3.4

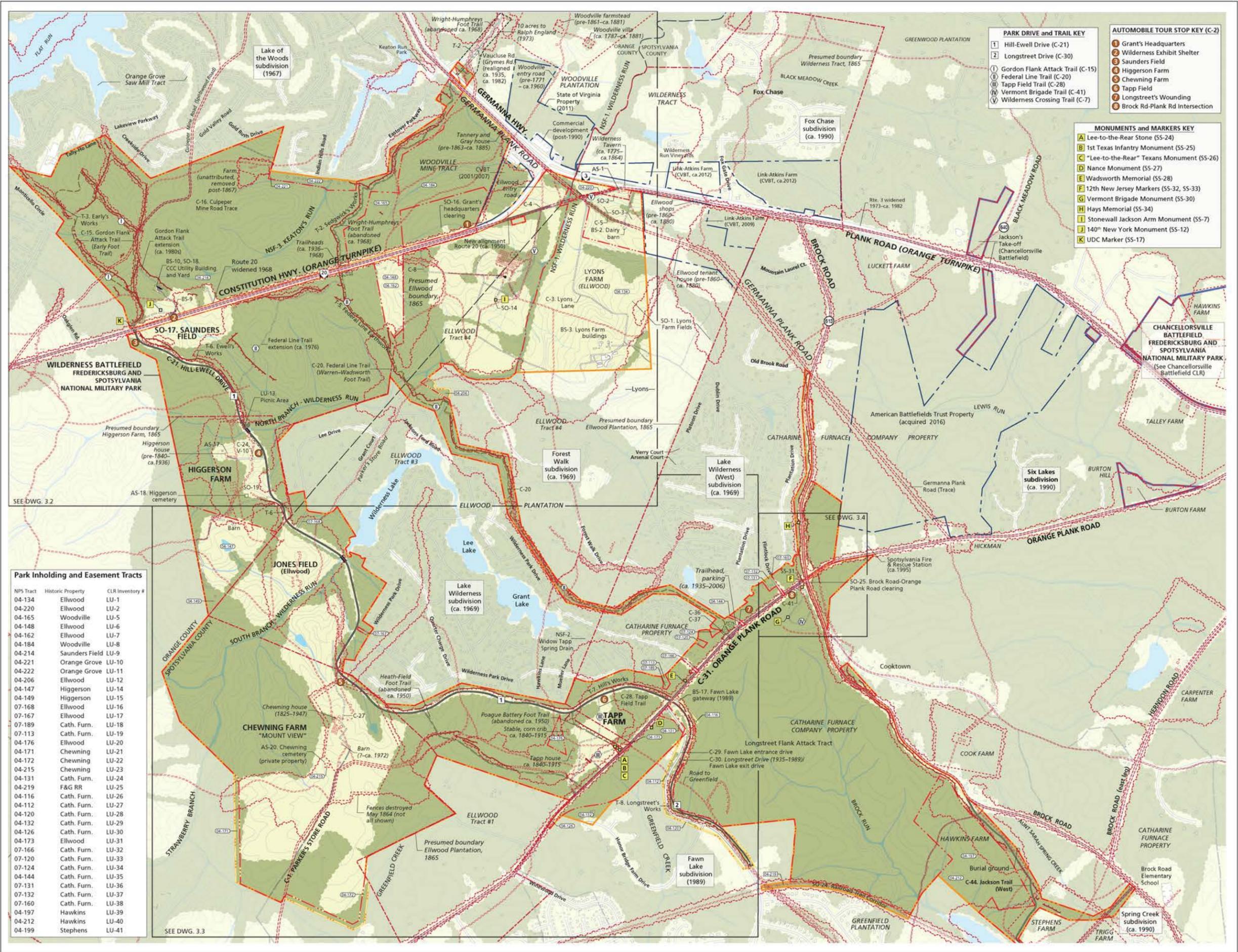
**TABLE 3.4. LANDSCAPE FEATURES INVENTORY: BROCK ROAD - ORANGE PLANK ROAD INTERSECTION  
WILDERNESS BATTLEFIELD FREDERICKSBURG AND SPOTSYLVANIA NATIONAL MILITARY PARK**

Feature Name with Drawing Key (Non-NPS in Italics)	Other Resource Inventory	FMSS Data (Location/Asset records)	Evaluation Status	Historical Data/Evaluation (Historic Period: 1864 - 1964)	Existing Conditions Photo Reference
<b>Small-Scale Features</b> (Plan Key: SSF)					
SS-30. Vermont Brigade Monument	WI0233	22891/ 107236	Non-contributing	Constructed in the woods along the south side of Orange Plank Road in 2006 to commemorate the Vermont Brigade of the Union 6 <sup>th</sup> Corps. Paid for by the State of Vermont. Large Barre granite monument measuring 4 ft. high, 8 ft. long, and 2.5 ft. wide. Sits on top of 1 ft.-high, 9-ft.-long, 3.5-ft. thick rectangular base. Top of monument carved to resemble Camel's Hump, prominent mountain in Vermont. Monument sits along Vermont Brigade Trail.	
SS-31. Brock Road-Orange Plank Road Directional Compass		44328	Contributing	<b>Context:</b> Historic Park Development <b>History:</b> In 1965, as part of the park's MISSION 66-era improvements, eight new orientation compass discs were installed throughout Fredericksburg and Spotsylvania National Military Park. One of the eight was placed in the clearing immediately southwest of the Orange Plank Road intersection with Brock Road. The bronze MISSION 66-era orientation discs were larger than the ground level discs installed during the CCC era and were set on raised stone pedestals surrounded by flagstone paving. <b>Evaluation:</b> Today, the Brock Road-Orange Plank Road Directional Compass remains in its historic location. The compass contributes to the historic MISSION 66-era landscape character of Wilderness Battlefield.	
SS-32. New Jersey Rededication Marker	WI0232		Contributing	<b>Context:</b> Historic Park Development <b>History:</b> Marker installed in 1964 to rededicate 12th New Jersey Regiment Monument. Placed in clearing southwest of Orange Plank Road intersection with Brock Road, beside 1942 monument. Consists of 2'-ft.-tall stone slab with plaque. <b>Evaluation:</b> The New Jersey rededication marker remains in its historic location and reflects the historic landscape character of the late period of park development.	
SS-33. 12th New Jersey Regiment Monument	WI0231/ CRIS-HS: 007947	24051	Contributing	<b>Context:</b> Historic Park Development <b>History:</b> Installed in 1942 on the southwest side of the Orange Plank Road intersection with Brock Road to commemorate the Union 12 <sup>th</sup> New Jersey Volunteers who fought at the Battle of the Wilderness. The State of New Jersey paid for the monument and also purchased and donated to the park the 20.79-acre parcel on which the monument was placed. The monument consists of a plaque on a 4.8-ft.-high unfinished stone slab. <b>Evaluation:</b> The 12th New Jersey Regiment Monument remains in its historic location and reflects the historic landscape character of the early period of park development.	

**TABLE 3.4. LANDSCAPE FEATURES INVENTORY: BROCK ROAD - ORANGE PLANK ROAD INTERSECTION  
WILDERNESS BATTLEFIELD FREDERICKSBURG AND SPOTSYLVANIA NATIONAL MILITARY PARK**

Feature Name with Drawing Key (Non-NPS in Italics)	Other Resource Inventory	FMSS Data (Location/ Asset records)	Evaluation Status	Historical Data/Evaluation (Historic Period: 1864 - 1964)	Existing Conditions Photo Reference
SS-34. General Alexander Hays Monument	WI0229a/ CRIS-HS: 007948	24040	Contributing	<p><b>Context:</b> Pre-Park Commemoration, Historic Park Development  <b>History:</b> Monument to Union General Alexander Hays, who died in the woods west of Brock Road and north of Orange Plank Road during 1854 Battle of Wilderness. Dedicated 1905 west side of Brock Road in line of Union breastworks, slightly east of site of Hays's death. Then landowner, Confederate veteran, gave title for 50 ft. by 50 ft. square plot to 63<sup>rd</sup> Pennsylvania Regimental Association, who erected monument. Upright 9-ft.-tall cannon tube mounted on granite pedestal. Similar to monuments flanking central flagstaff at Fredericksburg National Cemetery. Park acquired 50-sq.-ft. plot by donation in 1959.  <b>Evaluation:</b> Hays Monument remains in its historic location and retains its historic character. The park maintains a clearing at the edge of Brock Road where the monument is located. Small pull-off parking area beside clearing. Monument is visible from road. The Hays Monument reflects the historic landscape character of the pre-park commemoration era of Wilderness Battlefield.</p>	
SS-35. General Alexander Hays Monument Fence	WI02296/ CRIS-HS: 082108		Contributing	<p><b>Context:</b> Pre-Park Commemoration  <b>History:</b> A circular metal picket fence was installed surrounding the Hays Memorial soon after its 1905 erection.  <b>Evaluation:</b> The Hays Monument fence remains in its historic location and reflects the historic landscape character of the pre-park commemoration era of Wilderness Battlefield.</p>	
SS-36. N Marker			Contributing	<p><b>Context:</b> Historic Park Development  <b>History:</b> One of 14 "N Markers" installed by park at Wilderness Battlefield in ca. 1948 to mark positions held by military units during 1864 battle. Marker installed on southwest side of Brock Road/ Orange Plank Road intersection. Inscribed: "HANCOCK'S (FED.) TRENCHES MAY 5-7 1864 WN-14". Most N-Markers were probably removed by park during MISSION 66 era.  <b>Evaluation:</b> The N Marker at the Brock Road/ Orange Plank Road intersection is the only known N Marker remaining at Wilderness Battlefield. It reflects the character of historic park commemoration efforts at Wilderness Battlefield.</p>	

<sup>1</sup> CRIS-HS (formerly LCS) refers to these earthworks as Grant's Left Flank, however the 2018 NR registration form refers to them as Hancock's Works.



# Cultural Landscape Report Wilderness Battlefield

Fredericksburg and Spotsylvania  
National Military Park  
Spotsylvania County, Virginia

## Analysis and Evaluation: Site Overview



**National Park Service**  
**Olmsted Center for Landscape Preservation**  
www.nps.gov/olcp

in partnership with  
Department of Landscape Architecture  
Center for Cultural Landscape Preservation  
SUNY College of Environmental  
Science and Forestry, www.esf.edu/la/clcp

- MAJOR SOURCES**
1. Spotsylvania and Orange Counties and NPS GIS data
  2. Google Earth aerial imagery
  3. FRSP land records
  4. Field surveys, 2017, 2018, 2020
  5. Historic sources cited on Drawing 1.2 (1865 Period Plan)

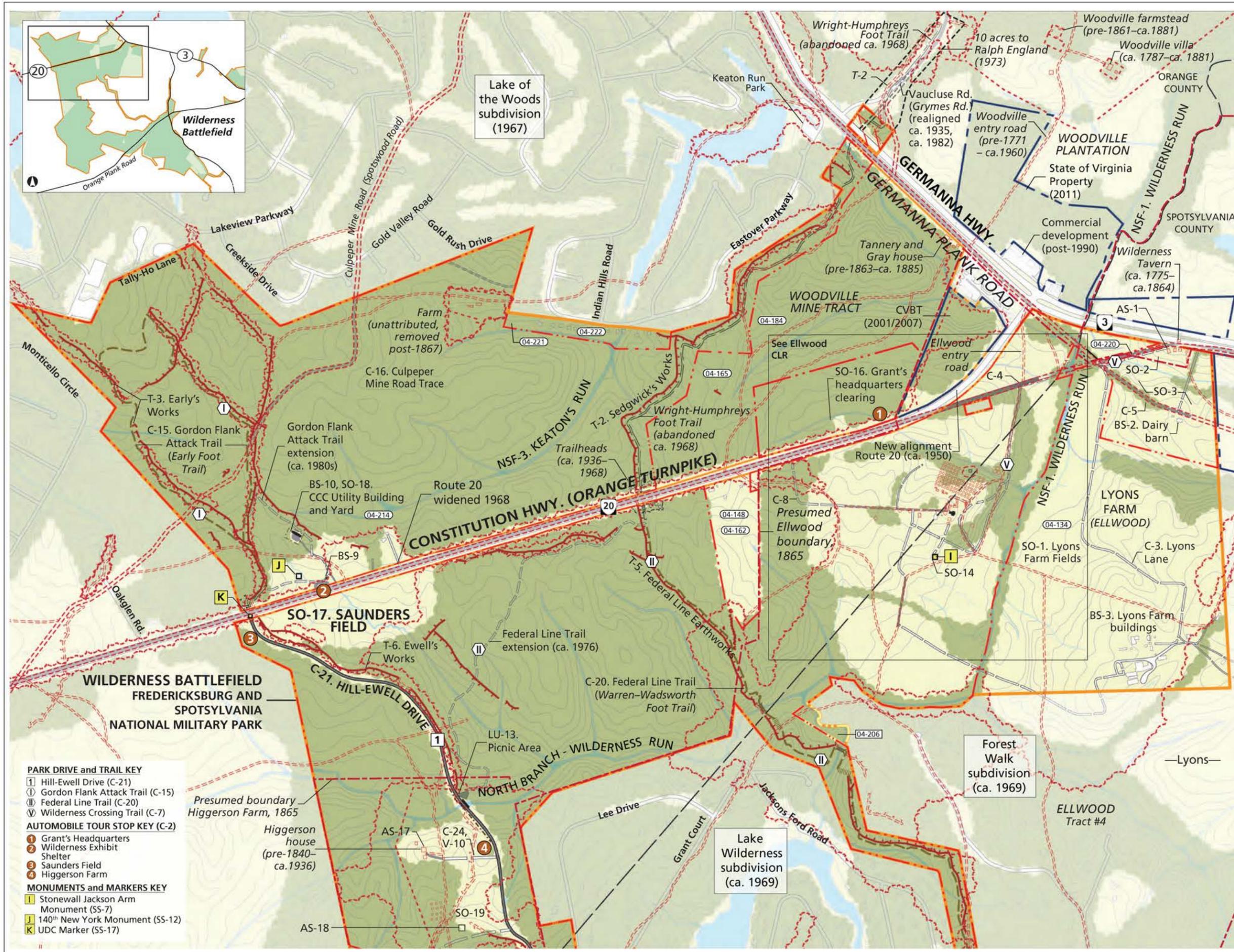
**DRAWN BY**  
Kyle Stillwell, Pam Selby, and John Auwaerter, SUNY ESF  
James Mealey, OCLP  
Adobe Illustrator CC, 2021

**LEGEND**

	Building, Bridge		Edge of Civil War-era Forest Canopy
	Road, Park Drive		Non-contributing or Non-Historic Feature
	Secondary/Private Road, Park Trail		Historic Park-era Feature Removed after 1964
	Defensive Trench, Artillery Lunette		Site of Civil War-era feature
	Woods		
	Field/Open Ground		
	Waterway, Waterbody		
	Wilderness Battlefield Park Boundary		
	Chancellorsville Battlefield Park Boundary		
	NPS Property Boundary (fee ownership)		
	NPS Easement Boundary (county or private property)		
	NPS Interest Tract (easement or inholding)		
	Other Conserved Battlefield Property Boundary		
	Commemorative Monument (see key)		
	Battlefield Auto Tour Stop (see key)		

- NOTES**
1. All features shown at approximate scale and location.
  2. Drawing reflects existing conditions as of 2021.
  3. Areas masked outside Wilderness NPS property (fee or interest).
  4. Tax parcels within NPS property boundary not shown.
  5. CVBT = Central Virginia Battlefields Trust.
  6. Contour interval: 1'.
  7. See Drawings 3.2-3.4 for feature-level documentation.





# Cultural Landscape Report Wilderness Battlefield

Fredericksburg and Spotsylvania  
National Military Park  
Spotsylvania County, Virginia

## Analysis and Evaluation: Route 20 and Hill-Ewell Drive (North)



**National Park Service**  
**Olmsted Center for Landscape Preservation**  
www.nps.gov/oclp

in partnership with  
Department of Landscape Architecture  
Center for Cultural Landscape Preservation  
SUNY College of Environmental  
Science and Forestry, www.esf.edu/la/clcp

### MAJOR SOURCES

1. Spotsylvania and Orange Counties and NPS GIS data
2. Google Earth aerial imagery
3. FRSP land records
4. Field surveys, 2017, 2018, 2020
5. Historic sources cited on Drawing 1.2 (1865 Period Plan)

### DRAWN BY

Kyle Stillwell, Pam Selby, and John Auwaerter, SUNY ESF  
James Mealey, OCLP  
Adobe Illustrator CC, 2021

### LEGEND

	Building, Bridge		Edge of Civil War-era Forest Canopy
	Road, Park Drive		Non-contributing or Non-Historic Feature
	Secondary/Private Road, Park Trail		Historic Park-era Feature Removed after 1964
	Defensive Trench, Artillery Lunette		Site of Civil War-era feature
	Woods		
	Field/Open Ground		
	Waterway, Waterbody		
	Wilderness Battlefield Park Boundary		
	NPS Property Boundary (fee ownership)		
	NPS Easement Boundary (county or private property)		
	NPS Interest Tract (easement or inholding)		
	Other Conserved Battlefield Property Boundary		
	Commemorative Monument (see key)		
	Battlefield Auto Tour Stop (see key)		

### NOTES

1. All features shown at approximate scale and location.
2. Drawing reflects existing conditions as of 2021.
3. Areas masked outside Wilderness NPS property (fee or interest).
4. Tax parcels within NPS property boundary not shown.
5. CVBT = Central Virginia Battlefields Trust.
6. Contour interval: 1'.
7. See Drawing 3.1 for sitewide documentation.



Drawing 3.2

- PARK DRIVE and TRAIL KEY**
- ① Hill-Ewell Drive (C-21)
  - ① Gordon Flank Attack Trail (C-15)
  - ② Federal Line Trail (C-20)
  - ③ Wilderness Crossing Trail (C-7)
- AUTOMOBILE TOUR STOP KEY (C-2)**
- ① Grant's Headquarters
  - ② Wilderness Exhibit Shelter
  - ③ Saunders Field
  - ④ Higginson Farm
- MONUMENTS and MARKERS KEY**
- I Stonewall Jackson Arm Monument (SS-7)
  - J 140<sup>th</sup> New York Monument (SS-12)
  - K UDC Marker (SS-17)



# Cultural Landscape Report Wilderness Battlefield

Fredericksburg and Spotsylvania  
National Military Park  
Spotsylvania County, Virginia

## Analysis and Evaluation: Hill-Ewell Drive (South) and Orange Plank Road



**National Park Service**  
**Olmsted Center for Landscape Preservation**  
www.nps.gov/oclp

in partnership with  
Department of Landscape Architecture  
Center for Cultural Landscape Preservation  
SUNY College of Environmental  
Science and Forestry, www.esf.edu/la/cclp

### MAJOR SOURCES

1. Spotsylvania and Orange Counties and NPS GIS data
2. Google Earth aerial imagery
3. FRSP land records
4. Field surveys, 2017, 2018, 2020
5. Historic sources cited on Drawing 1.2 (1865 Period Plan)

### DRAWN BY

Kyle Stillwell, Pam Selby, and John Auwaerter, SUNY ESF  
James Mealey, OCLP  
Adobe Illustrator CC, 2021

### LEGEND

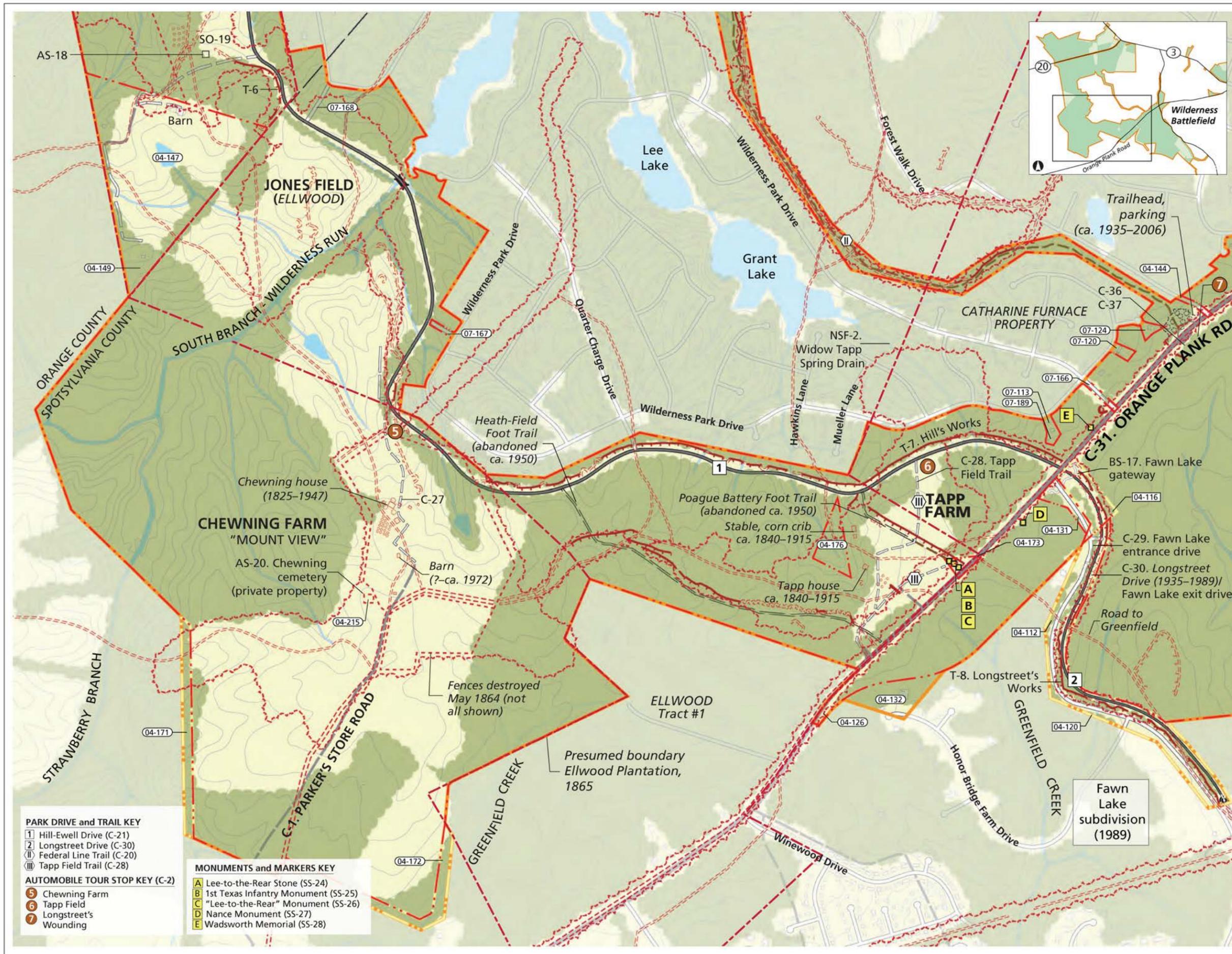
	Building, Bridge		Edge of Civil War-era Forest Canopy
	Road, Park Drive		Non-contributing or Non-Historic Feature
	Secondary/Private Road, Park Trail		Historic Park-era Feature Removed after 1964
	Defensive Trench, Artillery Lunette		Site of Civil War-era feature
	Woods		
	Field/Open Ground		
	Waterway, Waterbody		
	Wilderness Battlefield Park Boundary		
	NPS Property Boundary (fee ownership)		
	NPS Easement Boundary (county or private property)		
	NPS Interest Tract (easement or inholding)		
	Commemorative Monument (see key)		
	Battlefield Auto Tour Stop (see key)		

### NOTES

1. All features shown at approximate scale and location.
2. Drawing reflects existing conditions as of 2021.
3. Areas masked outside Wilderness NPS property (fee or interest).
4. Tax parcels within NPS property boundary not shown.
5. CVBT = Central Virginia Battlefields Trust.
6. Contour interval: 1'.
7. See Drawing 3.1 for sitewise documentation.



Drawing 3.3



### PARK DRIVE and TRAIL KEY

- 1 Hill-Ewell Drive (C-21)
- 2 Longstreet Drive (C-30)
- II Federal Line Trail (C-20)
- III Tapp Field Trail (C-28)

### AUTOMOBILE TOUR STOP KEY (C-2)

- 5 Chewning Farm
- 6 Tapp Field
- 7 Longstreet's Wounding

### MONUMENTS and MARKERS KEY

- A Lee-to-the-Rear Stone (SS-24)
- B 1st Texas Infantry Monument (SS-25)
- C "Lee-to-the-Rear" Monument (SS-26)
- D Nance Monument (SS-27)
- E Wadsworth Memorial (SS-28)





**DRAWN BY**  
 Kyle Stillwell, Pam Selby, and John Auwaerter, SUNYESF  
 James Mealey, OCLP  
 Adobe Illustrator CC, 2021

**SOURCES**  
 1. Spotsylvania and Orange Counties and NPS GIS data  
 2. Google Earth aerial imagery  
 3. FRSP land records  
 4. Field surveys, 2017, 2018, 2020  
 5. Historic sources cited on Drawing 1.2 (1865 Period Plan)

**NOTES**  
 1. All features shown at approximate scale and location.  
 2. Drawing reflects existing conditions as of 2021.  
 3. Areas masked outside Wilderness NPS property (fee or interest).  
 4. Tax parcels within NPS property boundary not shown.  
 6. Contour interval: 1'.

**National Park Service**  
 Olmsted Center for Landscape Preservation  
 in partnership with Department of Landscape Architecture  
 SUNY College of Environmental Science and Forestry

LEGEND	
	Road
	Trail
	Woods
	Wilderness Battlefield Park Boundary
	NPS Property Boundary (fee ownership)
	Defensive Trench, Artillery Lunette
	Edge of Civil War-era Forest Canopy
	Site of Civil War-era Feature
	Historic Park-era Feature Removed after 1965
	Non-Contributing or Non-Historic Feature
	Commemorative Monument
	Battlefield Auto Tour Stop
	Other Conserved Battlefield Property Boundary

**Cultural Landscape Report**  
**Chancellorsville Battlefield**  
**Fredericksburg and Spotsylvania N.M.P.**  
**Brock Road-Orange Plank Road**  
**Intersection**  
**Analysis and Evaluation Plan Detail**



**Drawing 3.4**



---

## SELECTED REFERENCES

### PRIMARY SOURCES

#### MANUSCRIPT COLLECTIONS

Fredericksburg and Spotsylvania National Military Park (FRSP) Archives

##### Photograph Collections

Wilderness Photographs, digital collection (FRSP numbered photographs/drawings)

Wilderness Photographs, boxes

Aerial Photographs, box 1

##### Place Files

Wilderness places (multiple files)

##### Basement Files

Fredericksburg and Spotsylvania National Military Park NPS records, National Archives II, RG79, photocopies and research notes by Joan Zenzen from the FRSP Administrative History report project, 2011.

Superintendent's reports

Annual reports

Branch of Forestry reports

Monthly reports by ECW (CCC), Historical-Educational Staff

Fredericksburg and Spotsylvania County Battlefields Memorial Commission records, 1928–1933.

##### Map Collection

##### Park Historian's Files

National Park Service, Technical Information Center  
FRSP, Wilderness Battlefield maps and plans

Library of Congress

Digital collections, <https://www.loc.gov/collections/>

Online map and photograph collections

“The Wilderness from surveys under the direction of Bvt. Brig. Gen. N. Michler,” 1867. US Army.

“Fredericksburg-Spotsylvania Battlefield National Monument, Virginia,” 1934. US Geological Survey.

Library of Virginia

Online map and photographic records

## **SECONDARY SOURCES**

Adams, Sean Patrick. “Iron from the Wilderness: The History of Virginia’s Catherine Furnace. . .Historic Resource Study.” Unpublished National Park Service report, 2011.

Bushnell, David I. “The Manahoac Tribes in Virginia, 1608.” *Smithsonian Miscellaneous Collections*, 94 (1935): 12.

Carr, Ethan. *Mission 66: Modernism and the National Park Dilemma*. Amherst: University of Massachusetts Press, 2007.

Elstner, Carolyn Jones and Katherine Porter Clark. *Dear Old Ellwood: A Home in the Wilderness*. Washington, Virginia: Rappahannock Historical Society, 2016.

Felder, Paula. *Forgotten Companions: The First Settlers of Spotsylvania County and Fredericksburg Town (with notes on early land use)*. Fredericksburg: Historic Publications of Fredericksburg, 1982.

Happel, Ralph. “A History of the Fredericksburg and Spotsylvania County Battlefields Memorial National Military Park.” Unpublished National Park Service report, 1955.

Harrison, Noel. “Gazetteer of Historic Sites Related to The Fredericksburg and Spotsylvania National Military Park, Volume One.” Unpublished report prepared for the National Park Service, 1986.

Kelley, Dayton. *General Lee and Hood’s Texas Brigade at the Battle of the Wilderness*. Hillsboro, Texas: Hill Junior College Press, 1969.

Lacy, Betty Churchill. “Memories of a Long Life”, 1903 manuscript, in K. Porter Clark, editor, *Fredericksburg History and Biography*, volume 3 (2004): 4.

Lee, Ronald F. “The Origin of the National Military Park Idea.” Unpublished National Park Service report, 1973.

- Mackowski, Chris. *Hell Itself: The Battle of the Wilderness, May 5–7, 1864*. Eldorado Hills, California: Savas Beatie, 2016.
- Mahan, Carolyn G. and John A. Young. *Fredericksburg and Spotsylvania National Military Park Natural Resource Condition Assessment*. Fort Collins, Colorado: National Park Service, 2010.
- Mansfield, James R. *A History of Early Spotsylvania*. Orange, Virginia: Green Publishers, Inc., 1977.
- McClelland, Linda Flint. *Presenting Nature: The Historic Landscape Design of the National Park Service, 1916–1942*. Washington, DC: US Department of the Interior, National Register of Historic Places, 1993.
- Rainey, Peter G. *Germananna Road: Three Hundred Year History of Lower Orange County, Virginia, with particular attention to the Alexandria Tract and Lake of the Woods*. Bloomington, IN: Authorhouse [self-published], 2010.
- Rhea, Gordon. *The Battle of the Wilderness May 5–6, 1864*. Baton Rouge: Louisiana State University Press, 1994.
- Rockwell, Tim O. “Archeological Research and Survey, Ellwood Manor (Lacy House).” Unpublished report prepared for the National Park Service, 1978.
- Schaff, Morris. *Battle of the Wilderness*. New York: Houghton Mifflin Co., 1910.
- Scott, Robert Garth. *Into the Wilderness with the Army of the Potomac*. Bloomington: Indiana University Press, 1985.
- Smith, James Power. “Notes on the Ellwood House, Spotsylvania County, Virginia.” *The Virginia Magazine of History and Biography*, volume XLIV, no. 1 (January 1936): 2.
- Stephens, Madora Chewning. “The Chewning Children of Mount View Plantation.” Unpublished FRSP park report, 1985.
- Sullivan, Pat. *No Matter What Befalls Me: Virginia Families at War and Peace*. Orange, Virginia: Orange County Historical Society, 2015.
- Thornberry-Ehrlich, T. “Fredericksburg and Spotsylvania County Battlefields National Military Park Geologic Resources Inventory Report.” Unpublished National Park Service report, 2010.
- Walker, Frank S. Jr. *Remembering: A History of Orange County, Virginia*. Orange, Virginia: Orange County Historical Society, 2004.
- Willis, Frank G. “Ellwood, Historical Data, Historic Structure Report.” Unpublished National Park Service Denver Service Center Report, 1980.

Zenzen, Joan M. "At the Crossroads of Preservation and Development: A History of Fredericksburg and Spotsylvania National Military Park." Unpublished report prepared for the National Park Service, 2011.

OLMSTED CENTER FOR LANDSCAPE PRESERVATION

National Park Service

The Easton Building

15 State Street, Boston, MA 02109

web: [www.nps.gov/oclp/](http://www.nps.gov/oclp/)