



The Charger

CLEVELAND CIVIL WAR ROUND-TABLE

P.O. Box 5786, Cleveland, Ohio 44101

OCTOBER 1989

282nd MEETING

VOL 11 #2

DATE: Tuesday, October 10, 1989

PLACE: The Hermit Club

SUBJECT: "John Hunt Morgan: Hero of the Confederacy"

SPEAKER: Dr. James A. Ramage. A native of Paducah, Dr. Ramage's book Rebel Raider: The Life of General John Hunt Morgan, (University Press of Kentucky, 1986) won the Douglas Southall Freeman Award for the most outstanding work in Southern History for 1986. Dr. Ramage served in the U.S. Air Force with duty stations in Okinawa and in Turkey. He earned his bachelor's and master's degrees from Murray State University and a Ph.D. in history under Dr. Holman Hamilton. He served as Assistant to the President at Northern Kentucky University from 1972 to 1976, then became a full-time faculty member. Dr. Ramage and his wife, Ann, reside in Cold Spring, Kentucky and their daughter, Andrea, is a student at the University of Kentucky in Lexington.



Dr. James A. Ramage

TIME: Drinks 6 PM

Dinner 7 PM

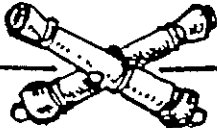
RESERVATIONS: Please call Ken Callahan, Jr. at 932-9860 or 363-6048 ASAP! RESERVATIONS ARE A MUST!

"I'm sent to warn the neighbors, he's only a mile behind, He's sweeping up the horses, every horse that he can find, Morgan, Morgan the raider, and Morgan's terrible men, With bowie-knives and pistols are galloping up the glen."

John H. Morgan

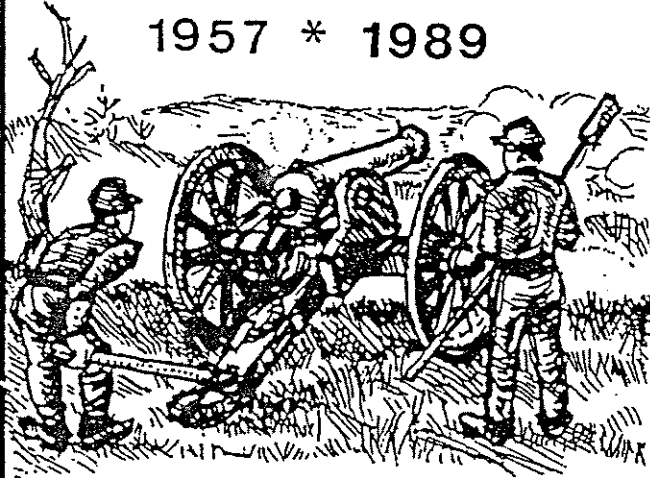
1825-
1864





CLEVELAND CIVIL WAR ROUND TABLE

1957 * 1989



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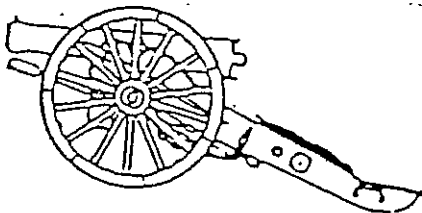
Editorial Office

17026 Deer Path Drive
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MOVING?

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Preserve Your Battlefields!



Last Month's Meeting

In the pleasant confines of fellow-member Ken Callahan's lovely home, the 1989-90 season of the Cleveland Civil war Roundtable got an excellent kick-off from guest speaker William Glenn Robertson.

Mr. Robertson spoke on the Bermuda Hundred Campaign (April-June 1864). As part of Gen. Grants overall strategic plan to win the Civil War, Maj. Gen. Benjamin Butler was to advance his Federal army up the James River and threaten Richmond from the south while the Army of the Potomac advanced from the north.

Opposed by Confederate forces hastily gathered from three states by Gen. P.G.T. Beauregard, Butler's army seized a base at Bermuda Hundred and maneuvered for ten days between Richmond and Petersburg before being defeated at the Battle of Drewry's Bluff. Withdrawing into a fortified position at Bermuda Hundred, Butler made three abortive attempts to seize Petersburg before the arrival of Grant's army in June which ended both Butler's independence and his campaign.

Mr. Robertson disagrees with the standard interpretation of the campaign which held that the Federal effort was an abject failure, caused by the blundering of an incompetent Ben Butler, who allowed his army to be "bottled up" by a smaller Rebel force. Instead Robertson argues that Butler gained an important base, disrupted Confederate supply lines for nearly two weeks, and distracted 20,000 Confederate troops until late May. Butler's inability to achieve more lofty goals must be shared by Grant, whose concept of the campaign remained confused throughout, and by Butler's principal subordinates, whose contentious behavior caused numerous tactical errors.

We would be remiss if we did not take this opportunity to once again thank Dr. Ken Callahan for allowing our Roundtable to meet in his beautiful home and to share the warm hospitality that he provides. Thank you, Ken.



Events of 125 Years Ago

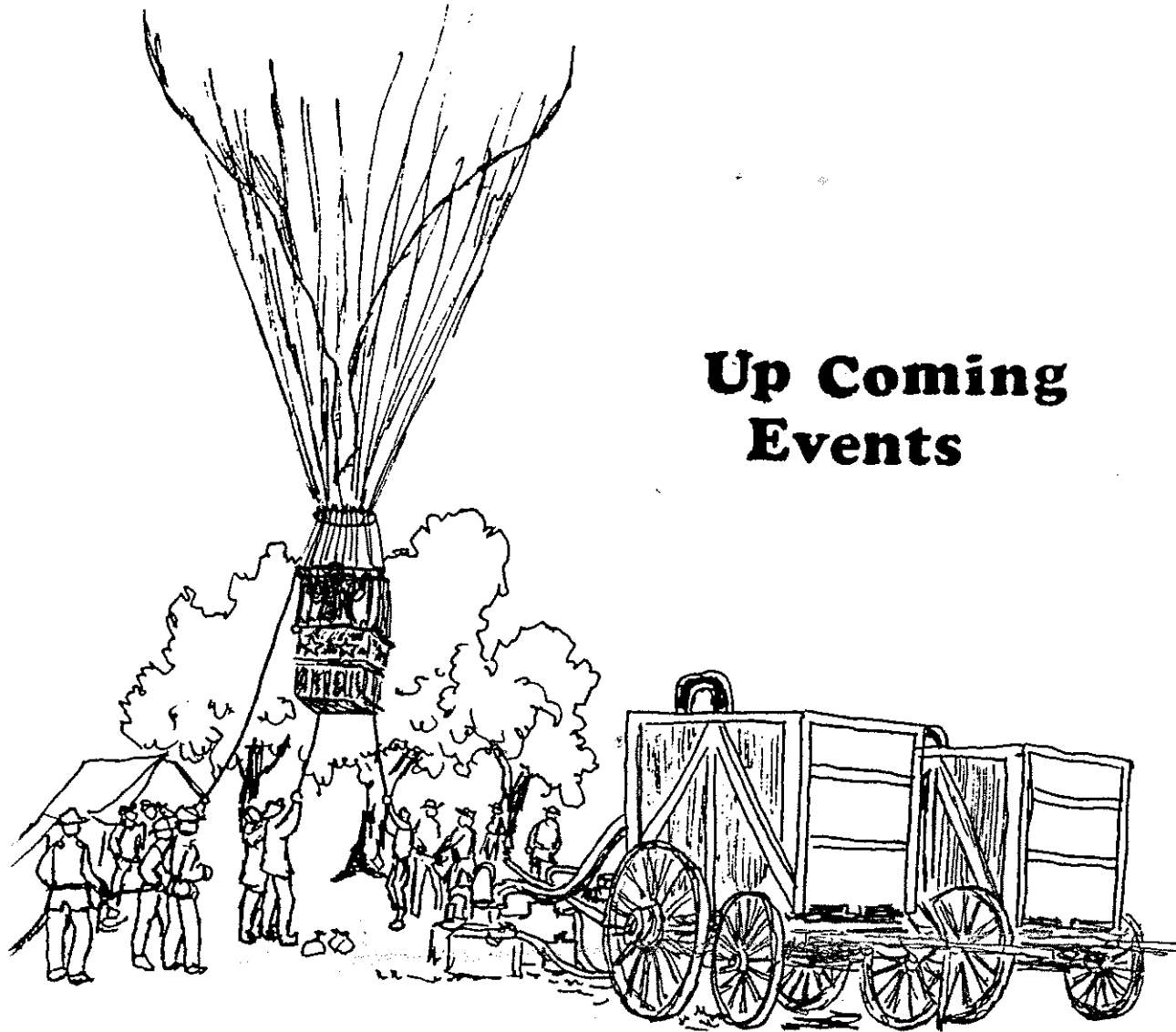
OCTOBER 1864

- Oct.2 A Federal expedition aimed at the salt-mining operations in southwest Virginia was repulsed at Saltville, Va.
- Oct.5 Engagement of Allatoona, Ga.
- Oct.7 Capture of C.S.S. Florida.
- Oct.9 Engagement at Tom's Brook, Va.
- Oct.12 Chief Justice of the United States Roger B. Taney died in Washington D.C.
- Oct.13 Ranger John S. Mosby wrecked a passenger train on the B&O railroad and seized \$173,000 from Federal paymasters in what became known as the Greenback Raid.
- Oct.19 Battle of Cedar Creek, Va.
Confederate raid on St. Albans, Vermont.
- Oct.20 President Lincoln proclaimed the last Thursday in November as Thanksgiving Day.
- Oct.23 Battle of Westport, Missouri.
- Oct.27 Engagement at Boydton Plank Road, Va.
Naval Lieutenant William B. Cushing sank the Confederate ironclad C.S.S. Albemarle at Plymouth, N.C.
- Oct.31 Nevada entered the Union as the 36th state.



Mosby's Men Returning from the Greenback Raid

Up Coming Events



THIS YEAR'S SCHEDULE OF MEETINGS & SPEAKERS

- Nov. 14, 1989 Dr. George Vourlojianis:
"History of the Cleveland Grays"
- Dec. 12, 1989 Dr. Ken Callahan: "World War I &
The Western Front in the Great War:
Second Thoughts"
- Jan. 9, 1990 Quiz and Book Sale.
- Feb. 13, 1990 Mark Neely, Jr.: "Lincoln"
- March 13, 1990 Dr. Ben Bassham: "Conrad Chapman:
Confederate Soldier & Artist and
the Charleston Harbor Fortifications."
- April 10, 1990 John Sissle, Chickamauga Military Park:
"Chickamauga" or "Campaign for Chattanooga"
- May 8, 1990 Ladies Night - Roger Wilson: "Death of
Stonewall Jackson"



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A SAD TURN OF EVENTS!



- Old Soldiers Forced To Beg
you wouldn't like to see
such a sight.

SO

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(\$30.00) and mail to:
\$15- OUT OF TOWN
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P.O. Box 5786, Cleveland, Ohio 44101

OR, even better yet,
bring it to this coming meeting.

Funds in our depleted treasury are needed to cover
expenses for our speakers and for printing and mailing.

(To those who have paid your dues, THANKS
and march proudly in the front rank.)

More Than You Ever Wanted To Know About

C.S.S. FLORIDA



The Florida, the first Confederate commerce-raider ordered in Europe by Bulloch. She is easily identified by her twin smokestacks and rakish masts.

Of all the Confederate commerce raiders, the most famous is the Alabama; but she was not the first. That distinction belongs to the C.S.S. Florida.

Shortly after his arrival in England, Confederate agent James Dunwoody Bulloch placed an order for a ship to be secretly built at the yards of W.C. Miller and Sons in Liverpool. The ship was first called the Oreto and then the Manassas, and eventually re-christened the Florida.

As the Oreto, a twin-bladed screw steamer, she was sneaked out of Liverpool, unarmed, by a British crew on March 22, 1862, and taken to Nassau, to be met by her first commander, John Newland Maffitt. She was promptly seized upon complaint of the American consul in Nassau, but after twice being tried under international rules of warfare, received her clearance. Meanwhile, Maffitt had lost his crew and had to sail with 20 hastily hired local men insted of 130 the ship needed. On August 17, near Green Key, a small coral island about 75 miles south of Nassau, Maffitt rendezvoused with the supply ship Bahama. Here she received her guns—(two 7-inch and four 6-inch Blakely rifled guns), her name was changed to the Florida, and the Confederate ensign waved above her decks for the first time.

Shottly after, Yellow Fever struck her crew, killing several. Maffitt himself was stricken and barely survived. Confined to his quarters and with a working crew of one fireman and four deck hands, Maffitt sailed the Florida toward Mobile to run the Union blockade. This she did on September 4, but at a cost. Three Union ships were waiting off Fort Morgan at the entrance to Mobile Bay. Leaving his sick berth to handle the ship, Maffitt decided to run the gauntlet. With no well men to serve her guns, Maffitt hoisted the British Union Jack to buy him time as he steamed full speed ahead toward the nearest union vessel, the flagship Oneida. As the Florida raced by, the Union ships opened fire upon her. Passing within pistol range of the Oneida, the Union ship pummeled her with broadsides. One 11-inch shell passed through the coal bunkers on the port side, struck the port forward boiler, took off one man's head as it passed on the berth deck, wounding nine men. If it had exploded, the Florida would have probably lost every man except the two at the helm. Another shell passed inches above the water line. Any lower and the Florida would have quickly taken on water with no one to man the pumps.



Shortly after sundown when finally anchored under the protecting guns of Ft. Morgan, the Florida was a perfect wreck. It would take three months before she would be seaworthy again. Maffitt was received as a hero, but it was the smoothness of the sea and the superior speed of the Florida that had enabled him to escape disaster.

Refurbished, the Florida put out to sea again on January 16, 1863. Three days later, she made her first capture - the brig Estelle worth \$12,000. The Estelle would be followed by 36 more victims before the Florida was through. On February 12 she bagged the Jacob Bell, the most valuable prize (estimated at \$1,500,000) taken by a Confederate cruiser during the war.

In August, Maffitt steamed into Brest, France for supplies and needed repairs. There, because of ill health, he was succeeded by Commodore Joseph N. Barney. Barney's health failed before he could take the ship to sea and was replaced by Lieutenant Charles M. Morris. Under Morris, the Florida left Brest on February 10, 1864 and continued to scour the seas. On October 4, she put into Bahia (now Salvador) Brazil for provisions and coal, having destroyed over \$8,800,000 worth of Federal shipping. There she anchored close to the U.S.S. Wachusett, assuming safety under rules of international warfare.

The commander of the Wachusett, Commander Napoleon Collins, challenged Morris to move the Florida out to sea to fight. Morris declined. Disregarding a promise of the U.S. Consul in Bahia that Brazilian territorial waters would be respected, Collins made plans for a surprise attack on the Florida. (The name "Napoleon" must have been burdensome to live up to.)

At 3A.M. on October 7, while Morris and half his crew were ashore, Collins slipped the Wachusett past a Brazilian gunboat and rammed the Florida on her starboard quarter. It was a glancing blow followed by a brief exchange of small arms fire, then two point-blank blasts from the Wachusett's biggest guns.

When issued a call for his surrender, Lieutenant Thomas K. Porter who was left in charge, had little choice but to comply. Collins quickly took his prize in tow and steamed away, ignoring the fire of the outraged Brazilians.

Collins brought the Florida to the United States amid an international uproar. To many in the North he was a hero who had rid the seas of another hated pirate ship. However, Secretary of State William Seward promptly disavowed Collins' actions and was prepared to release the Florida to Brazil. Before this could be accomplished, The Florida collided with the transport Alliance while anchored at Hampton Roads. The badly leaking ship was moved to Newport News where she sank on November 28 - an inglorious end to the ill-fated cruiser. Rumors began to spread that the troublesome ship had been deliberately scuttled; however, a court of inquiry established the fact that high seas and strong winds contributed to the collision.

For his action at Bahia, Collins was court-martialed, found guilty, and dismissed from the service. He was immediately reinstated by Secretary of the Navy Gideon Welles, who shared Collins' view that the capture of the Florida was, above all other considerations, a positive benefit to the nation and was promoted to captain. To placate Brazil, U.S. authorities in 1866 ordered a 21-gun salute to be fired by the U.S.S. Nipsic on July 23 (the Emperor's birthday) in Bahia harbor.

Shades of shady ladies

D.C. dig turns up old 'hooker' area

WASHINGTON (AP) — Archaeologists digging just three blocks from the White House have unearthed thousands of relics from a former red-light district where Civil War prostitutes earned their nickname entertaining Gen. Joseph Hooker's troops.

Shoveling beneath an asphalt parking lot just south of Pennsylvania Ave. in the shadow of the Commerce Department this summer, investigators found perfume bottles, gaudy buttons, costume jewelry, garter hooks and a long-forgotten cellar full of whiskey and beer bottles.



"Password? You Silly,
General Hooker
invited us!"

by STU CRAMER

The excavators also found a wide assortment of everyday objects left by laborers, immigrants, runaway slaves and the poor who inhabited the crime-ridden neighborhood known as "Murder Bay" in the mid-19th century.

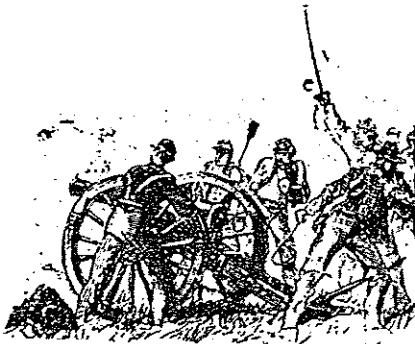
"Nobody famous lived here," said Donna Seifert, principal archaeologist with John Milner Associates Inc., a historic preservation firm based in West Chester, Pa., which conducted the dig.

"These were ordinary working folk, and this is one of those rare opportunities to learn more about what their lives were really like."

They lived in a hotbed of vice, gambling and rum running in a squalid community of row houses and alley shanties between 14th and 13th Sts., across Pennsylvania Ave. from the National Theater and some of Washington's fanciest hotels and offices.

Hooker, the Union commander defending the capital against Confederate forces, tried to control the army of prostitutes following his troops by herding the women into Murder Bay, away from his encampment outside the city. The district became known as "Hooker's Division," and its denizens took the name of "hookers."

—THE PLAIN DEALER, THURSDAY, SEPTEMBER 14, 1989



PRESERVATION REPORT by BILL STARK

lease write Ed Bearss a letter or at least send a post card urging him to do all that can be done to have Johnson's Island granted National Historic landmark status! Write to him at National Park Service, P.O. Box 37127, Washington, D.C. 20013-7127. Send copies to Ohio Senators John Glenn and Howard Metzenbaum. Write to Glenn at 201 Superior NE Cleveland 44114 or phone 22-7095 and Metzenbaum at 1240 E. 9th St. Cleveland 44114, phone 522-7272.



Scenes I'd Like to Have Seen



When Robert E. Lee forced George B. McClellan to "change his base" from White House to Harrison Landing during the Seven Days' Battles, much of the Union Commissary and Quartermasters' stores could not be transferred and had to be destroyed. These were easy to destroy "but to destroy the immense magazines of cartridges, kegs of powder, and shells, required more care. These were loaded into cars; a long train was filled with these materials, and then, after setting fire to each car, the train was set in motion down a steep grade toward a burned out bridge. With the wildest fury the blazing train rushed; each revolution of the wheels adding new impetus to the flying monster, and new volumes to the flames. The distance to the bridge was two miles. On and on the burning train thundered like a frightful meteor. Now, the flames communicated to the contents of the cars, terrific explosions of shells and kegs of powder lent new excitement to the scene. The air was full of shrieking, howling shells, the fragments of which tore through the trees and branches of the forest; and huge fragments of cars were seen whirling high in the air." At length the train reached the river, its weight collapsed the burned trestles and plunged into the water.

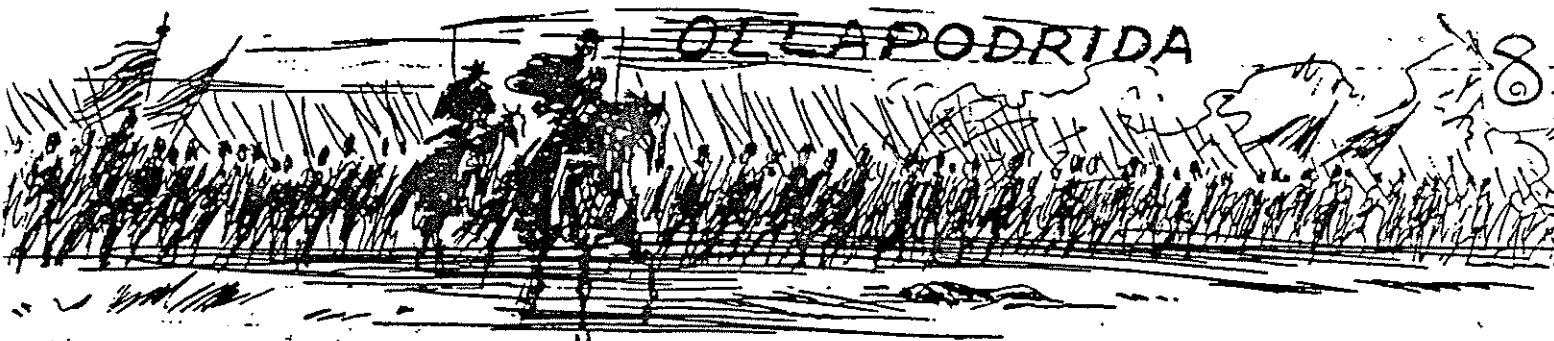
-- from Three Years in the Sixth Corps
by George T. Stevens pp 97-98
Illustrated by Stu Cramer



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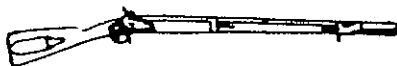


On his campaign to Atlanta, General Sherman gave orders that no tents or baggage was to be carried en route. This order was modified to some degree by most officers and was utterly ignored by General George Thomas, commander of the Army of the Cumberland. Thomas and his staff were accustomed to having the General's big Sibley tent at the far end of their headquarters' street and five other Sibley tents in a row on each side. One day General Sherman reined up his horse in front of the array of tents and asked, "Whose quarters are these?"

"General Thomas', general."

"Oh yes, Thomastown - Thomasville, a very pretty place, appears to be growing rapidly."

- Rock of Chickamauga: The Life of General George H. Thomas by Freeman Cleaves pp 219
- Sherman's March Through the South by David P. Conyngham pp 40-41



General John Magruder had, after the Battle of Big Bethel, issued an order that there would be no alcoholic spirits present in his camp. It was not that the General disliked to drink, for he was a socially attuned individual who enjoyed a drink among friends. The order was rather an attempt to maintain discipline and military conduct among the troops. It happened that one day the General came across a private from the 1st North Carolina Infantry who was obviously enjoying a drink from his canteen with more relish than ordinary water could provide. The smile that the private had on his face led Magruder to believe that the contents of the canteen should be examined.

"What is your name and rank?" asked Magruder.

"My name is Sharpe, and I am a private in the 1st North Carolina," was the reply.

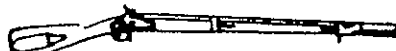
"What is in your canteen, sir?" Magruder demanded to know.

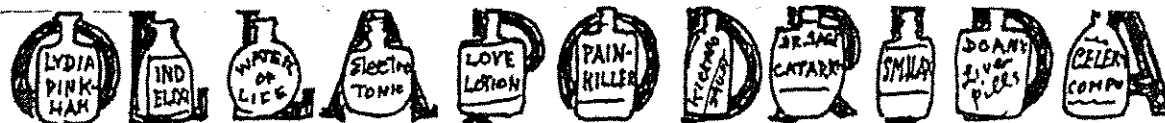
"Water, sir!" replied the private quickly, obviously afraid that he was about to receive stern punishment for his disobedience of orders.

"Give me a drink of that water, Private Sharpe," Magruder ordered, and taking the canteen from the terrified lad he proceeded to take a long healthy slug.

Sharpe was sure that this was the end for him, and he braced himself for the tirade which was sure to follow. His surprise could not have been greater, therefore, when the General took the canteen from his lips and addressed him.

"You are no longer Private Sharpe, sir. You are Corporal Sharpe."





CONT

The crisis passed. Sharpe continued to hang around the General's headquarters, and it was not long until he was summoned for by the General.

"Corporal Sharpe, will you please hand me another drink of that water of yours," he was told.

The newly made Corporal obliged instantly, handing the canteen eagerly to his commander. After the General had taken his drink, he once again returned it to its owner and stated:

"You are no longer Corporal Sharpe, sir; you are Sergeant Sharpe."

Now Sharpe was bright enough to know when he had a good thing going, and he figured that if he could just make the contents of his canteen last, there was no telling how far his military career could go. He decided, therefore, that as long as there was a drop of the contraband left in his possession that he would remain as close to the General as possible. It was only a matter of about fifteen minutes until the General called out for his services again.

"Sergeant Sharpe, will you please give me another drink of that water of yours."

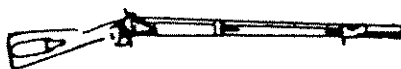
True to form, once the General had finished, he bestowed yet another promotion. "You are no longer Sergeant Sharpe, sir; you are Lieutenant Sharpe."

Sharpe examined the canteen once the General had given it back to him and found it to be almost empty. In desperation, he canvassed the camp hoping to find some more "water" with which to replenish his supply. This he failed to accomplish, for evidently everyone else had obeyed the order against spirits. Dejectedly, Sharpe sauntered back to the General's headquarters in time to be summoned once more.

"Lieutenant Sharpe, you will please give me another drink of that water of yours," he called out.

Sharpe, finding that there was not more "water" to be had and knowing that his career was destined to end for the time being as a Lieutenant, exclaimed in pitiful lamentation, "General, it is played out, and I am sorry for it; for if it had held out I'll be damned if I would not have been a brigadier-general before night!"

— The Bronze and The Granite : Stories and Anecdotes of the Civil War Leaders
edited by Robert P. Broadwater pp 7-8



A Texan soldier, trudging along one day all alone, met a Methodist circuit rider, and at once recognized him as such, but affected ignorance of it.

"What army do you belong to?" asked the preacher.

"I belong to the 6th Texas regiment, Van Dorn's army," replied the soldier. "What army do you belong to?"

"I belong to the army of the Lord," was the solemn reply.

"Well then, my friend," said the soldier drily, "you've gone a very long way from headquarters!"

— Stories, Anecdotes, and Humor from the Civil War edited by Hugh and Judy Gowan
pp 10

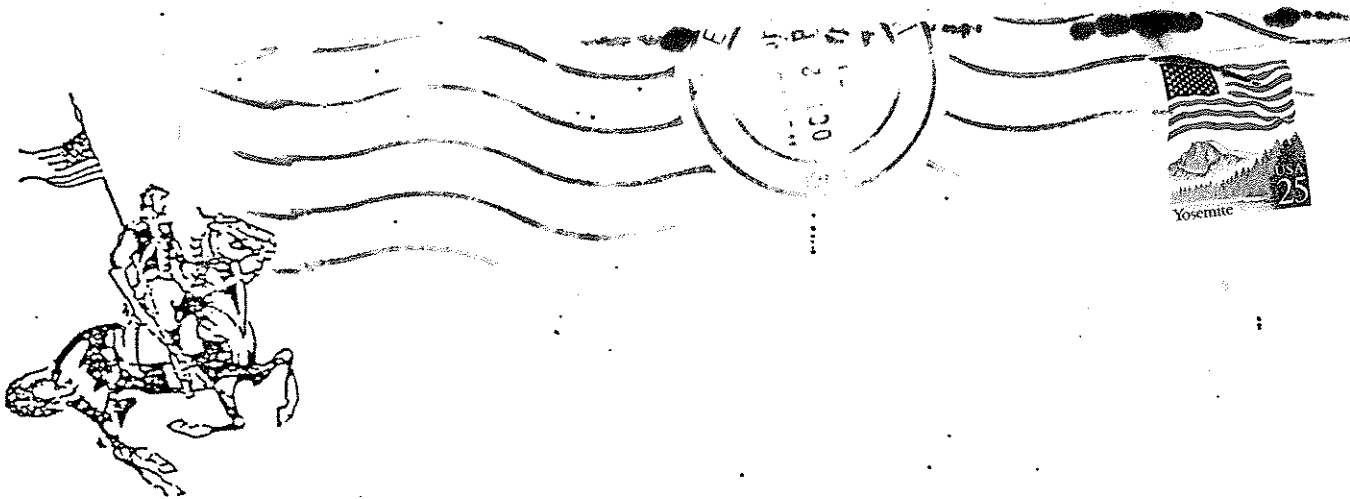
From The President's Desk



As many of our members are aware, the CCWRT has perennially offered an outstanding field trip as part of its annual program. Consistent with this tradition, both Bob Baucher and Bob Bayless have expressed interest in organizing this year's expedition. Interested parties are advised to contact each other.

On another subject: several of our number have voiced concerns about the quality and price of meals at our usual venue. While we appear far from crisis, please consider me receptive to your comments in this regard.

Ken Callahan, Jr.
932-9860



THE CLEVELAND CIVIL WAR ROUND TABLE
P.O. BOX 5786
CLEVELAND, OHIO 44101

Norton J. London
3664 Blanche Ave.
Cleveland Hts., Ohio 44118