



# THE CIVIL WAR ROUND-TABLE

P. O. BOX 5028, CLEVELAND, OHIO 44101

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NOVEMBER, 1967

Vol. 11 No. 2

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## 88th Meeting

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DATE: NOVEMBER 14, 1967, TUESDAY  
SPEAKER: COL. ALLAN JULIAN  
SUBJECT: "THE MARCH TO THE SEA"  
PLACE: HERMIT CLUB, DODGE COURT  
PRELIMINARIES: 6 PM DINNER 7 PM

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### COL. 'NED' JULIAN

Col. Julian is director of the Atlanta Historical Society, yet his background is Hoosier and Union. Margaret Mitchel Marsh, author of "Gone With The Wind", once autographed a book to him. "Colonel Julian, commanding officer of the last Federal garrison in Georgia.

He is a booster of Atlanta, which he thinks was far more important than Richmond, both strategicaally and politically he thinks that Georgia's role was at least equal to Virginia's.

He feels that had the administration at Richmond not relieved Gen. Joe Johnston, who was defending Atlanta, the Georgian city never would have fallen, or if it fell, it would have been too late to benefit Union arms.

Col. Julian was born in Dixon, Nebraska, but considers himself a Hoosier since his parents were natives of Indiana and spent all except brief periods of their lives there. His Grandfather Julian was chaplain of the 53rd Indiana Volunteer Infantry and his Grandfather Cosgrove was a captain in the 44th Indiana Volunteer Infantry.

"Ned" entered the Indiana National Guard in June, 1921, and was in military activity until retirement in 1956 when he became director of the Atlanta Historical Society and Margaret Mitchell Memorial Library. He is a member of many orders linked to the military service and the Civil War and is apast president of the Atlanta Civil War Round Table.

Col. Julian holds the Confederacy in respect and admiration and sees the greatness and grandeur of Georgia's role in the war through objective eyes, unclouded by local loyalties or pride of heritage.

Actually this is Col. Julian's second trip to Cleveland. He was here on May 9th, 1961 speaking on the "Battle of Atlanta". Col. Julian drove to Cleveland on this trip as he wanted to stop and visit in Clyde and Sandusky, Ohio.

## THE CLEVELAND BULLETIN BOARD

### NEW MEMBERS

The roundtable wishes to announce the acceptance of the following men as regular and junior members. Congratulations and welcome.

Mr. Gary T. Rowe, 5045 Turney Rd., Cleveland, Ohio 44125 (Jr. member)  
Mr. Robert M. Hawkins, 7654 South Hopkins Rd., Mentor, Ohio 44060  
Mr. Randall B. Luke, 2680 No. Moreland Blvd., Cleveland, Ohio 44120  
Mr. James J. Carroll, 21611 Kenwood Ave, Rocky River, Ohio 44116

### STONEWALL JACKSON RETURNS TO WEST POINT

In the Museum of the United States Military Academy is a giant terrain relief map of Stonewall Jackson's famous Shenandoah Valley Campaign of 1862, with lighting effects and a voice narration. The map was presented to the Academy on September 23rd by the Stonewall Jackson Memorial, Inc. (Jay Johns, President) and the Commonwealth of Virginia.

Among the selected guests at the presentation ceremonies was our Ned Downer, a sponsor of the Stonewall Jackson Memorial. The presentation address was made by the Superintendent of the Virginia Military Institute and the acceptance by the Superintendent of West Point. Following the exercises the guests reviewed the Corps of Cadets and enjoyed a buffet luncheon given by the Superintendent of the Point.

### DECEMBER BOOK SALE

Plans are progressing toward a December Book Sale for the Round Table. Take official notice all members who might have a book or books for sale. Please notify our Secretary Guy Di Carlo before December 1st. A flyer on the books available at the December meeting will be mailed to the membership with the December newsletter. More details at the November meeting.

### DINNER RESERVATIONS

Our meetings will be again held on the second Tuesday of each month October through May at the Hermit Club. Please call our Secretary, Guy Di Carlo Jr., 771-7900 if you plan to attend. You can call up to and including the meeting date. If you can make an appearance but did not call, please come anyway.

### OCTOBER MEETING - CHANCELLORSVILLE

Our lead-off speaker for the new season was a "jim-dandy". The membership was treated to another spectacular and enlightening display of knowledge. The Judge did a superb job of presenting his subject. Also a large round of admiration to the Judge's son Mark for the immeasurable help he provided his father. Excellent, Mark.

### CIVIL WAR HUMOR

"This research for the anniversary of the War between the States is turning up almost unbelievable situations. Several instances, for example, have been found of a soldier who did not have a brother on the other side." (From HARDTACK, newsletter of the West Richfield, Ohio CWRT)

THE COURIER

of

THE CIVIL WAR ROUNDTABLE OF CLEVELAND, OHIO

FOUNDED FEBRUARY 19, 1957

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SURRENDER OF THE C.S.S. SHENANDOAH

The following is a description of the surrender of the C.S.S. SHENANDOAH. It was written by Dr. McNulty, of the Atlanta CONSTITUTION, and is taken from the book DIXIE RAIDER, as follows:

"Pilot asks us to show our flag. We say we have no flag. Then answers the servant of the nations, 'Cannot go on board your ship.' Hurried consultation, an anxious exchange of inquiring looks--what shall we do now--we have but one flag--shall we raise it?

It was the flag to which we had sworn allegiance. Shall we lift it once more to the breeze, in defiance of the world--if needs be--and defying all, be constant to that cause which we had sworn to maintain until we knew there was no Confederacy, and that ours was in truth a Lost Cause? We will, say all hearts with one acclaim. And let this pilot, or any other, refuse to recognize us if they will.

Then, for the last time, was brought up from its treasured place below the sacred banner of the fair South, to wave its last defiant wave and flap its last ensanguined flap against the winds of fate, before going forever upon the page of history. Out upon the free day it flashed, and the far shores of England seemed to answer its brave appeal that the banner that had led 1,000,000 men to many victorious battles should now have one more and final recognition, should once more be recognized a flag among the flags of nations. The grim old sea-dog tossing his boat at stern beholds go up the outlawed banner! He sees it floating in the wild, free air and anticipates his England's decision that it shall be recognized for this last time. He calls for a line, swings himself over the old warship's side, and up noble Mersey, thirteen months after departing from the Thames and just six months lacking four days after the war ended, sailed the Confederate ship of war SHENANDOAH."

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"I claim for her officers and men a triumph over their enemies and over every obstacle---and for myself, I claim having done my duty."

Capt. James I. Waddell, at the  
surrender of the SHENANDOAH

Both articles from the Newsletter of THE HONORARY SOCIETY OF CONFEDERATE STATES OF AMERICA, Volume II, Sept, 1966 #7.

## UNCONVENTIONAL ASSAULT

The Confederates made another unconventional assault on the flagship MINNESOTA on April 9, 1864, as she lay at anchor off Newport News. The daring and resourceful Lieutenant Hunter Davidson came down the James River, over one hundred miles, in his small steam torpedo boat, the SQUIB. The prow of this vessel was fitted with a long pole on the end of which was suspended a torpedo containing fifty-three pounds of gunpowder. Slipping through the Union fleet under cover of darkness Davidson exploded the torpedo against the side of the flagship, springing some frames and planking, destroying a good amount of ammunition and disabling three gun carriages. The SQUIB's torpedo pole was shattered and the little vessel was hurled forcibly backwards for a considerable distance. Her single-cylinder engine stalled, but her plucky engineer, feeling for the parts in the dark, got her under way again, and the SQUIB headed upstream in a shower of bullets.

The MINNESOTA'S guardboat, the tug POPPY was unable to give chase because the engineer had just fed cold water into her boiler to prevent the safety valve from blowing. Consequently, there was not sufficient pressure of steam to work the ship at the moment the emergency arose. (The POPPY had been ordered not to blow steam through her safety valve when lying by the flagship; this to avoid noise.) It was nearly half an hour before the tug's crew could raise enough steam to get under way. So the SQUIB made an easy escape, carrying Davidson and his crew of six safely back up the James River to their base just below Richmond.

The above excerpt is from No. 6 (FORT MONROE IN THE CIVIL WAR) in a series of the TALES OF OLD FORT MONROE.

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## C.S.S. STONEWALL

Like her namesake, the STONEWALL stood fast, and defied the U.S. Navy, but she never fired a shot. The Confederacy had great difficulty getting warships from Europe. But, through the efforts of John Slidell, commissioner in a light-draft iron-clad, with a deadly ram, was secured. Originally the SPHYNX, she was built at Bordeaux, measuring 172' by 33' 900 tons displacement. She was made of teak over an iron frame, with 3-1/2 inch iron armor. There were four engines driving twin propellers, and she could make 13 knots. With two turrets, she carried three Armstrong rifles--one 300-pounder (fore) and two 150-pounders (aft). Pressures forced the French government to prevent sale to Confederates, and the ship was sold to Denmark, then at war with Prussia. The war over, the Danes would not take the ship and the Confederates were then sold the ram. The ship sailed late in January, 1865. "Stopping at Coruna, Spain where she got some repairs, she was threatened by the U.S. warships NIAGRA and SACRAMENTO. But Commodore Thomas T. Craven, of the NIAGRA, decided that the STONEWALL in a fight, 'ought to be more than a match for three such ships as the NIAGRA,' and let her get away. When the ram reached Havana the war was over." Spain paid the crew \$16,000, and the ship was surrendered. She was voluntarily delivered by Spain to the United States in July, 1865, and was placed in dry dock at Port Royal. In August, two years later, the STONEWALL was sold to the Japanese for \$400,000. She served in the Imperial Navy and fought several battles as the AZUMA, or sometimes KOTETSU. She was lost during a storm in the Pacific Ocean.

From the Newsletter of THE HONORARY SOCIETY OF CONFEDERATE STATES OF AMERICA, VOLUME II, July-August, 1966 #6.

## THE MAN WHO BUILT THE MERRIMAC

So very long ago it was that those two fierce monsters of wet iron, the Monitor and the Merrimac, exchanged the wrathful shots and dents that made their famous three-and-a-half hour Civil War battle a sea day to remember.

Every schoolboy (North) knows that the Monitor won, and every schoolboy (South) is sure the Merrimac had the better of it. Whichever way it was, the wicked looking, low ironclads forever changed the war of navies. Steam and balls they puffed at each other in the roiled waters of Hampton Roads, Va., in the spring of 1862. Maneuvering, hauling off, firing, turning, moving at close range, once even colliding, they made history.

The Monitor, the "cheese box on a raft," as she was called and as she appeared in the old history books, came from a prosperous family. Yes, but what about the Merrimac? She had to come from the thin-strung resources of the South.

Memories of men have a way of returning, as if history wanted to repeat them in some way, as it always does events, and that is why yesterday John L. Porter of Portsmouth, Va., appeared less dim again. He built the Merrimac. He gave her the iron she needed against the iron North. John L. Porter (1813-1893) was a naval constructor. He was a designer and builder of naval craft. He worked for the federal government. He offered U.S. officials an iron vessel, but they were disinterested. So one day he was going to give it to the South he served.

Philip W. Porter, Sunday and feature editor of the Plain Dealer, was thinking of his great-grandfather and of those days as he glanced at a letter the naval man wrote in 1861:

"I have converted the Merrimac into a floating battery, and she is said to be the eight wonder of the world. No nation has ever attempted anything of the kind on so large a scale. She is all done to putting on the iron, which we are now at work on."

This is a letter to his son-in-law, John S. Moore, in Alabama. It contains sketches of the iron shielding and specifications. It tells how an idea was put to sea. The original of the letter is in the Confederate Museum at Richmond. The parents of Phil Porter and his brother County Engineer Albert S. Porter, left Virginia for Ohio in 1911, coming first to Columbus and then to Cleveland. The father, Albert S. Porter, died in 1932 back in Portsmouth; Mrs. Porter died in California in 1946.

Great-Grandfather Porter and his work on the Merrimac are the subject of much discussion and comment, quite naturally, in many volumes, including the "History of Norfolk County, Virginia, 1861-1865."

But the memoirs of Martha Buxton Porter Brent--the constructor's daughter and "Great-Aunt Mat" to Phil and Bert--tell, with warmth, of John L. Porter.

"It was while in Pittsburgh," she wrote, "that my father offered to the government his plan of an ironclad warship, but they apparently thought little of the invention, or thought it would never be needed."

That was in the early 1840s, and Porter later went as constructor to the Norfolk Navy Yard and then to the yard at Pensacola, Fla. The war was approaching and Porter had to leave Pensacola. He came to Washington and finally was back at the yard in Norfolk.

Then it was April, 1861. "Early in the next month, my father received a letter from Mr. Mallory, secretary of the new navy, written from Montgomery, Ala., where the newly formed government had its capital," Mrs. Brent wrote.

"Mr. Mallory had been U.S. senator from Florida and had known my father in his official capacity as a constructor at Pensacola, and he wished him to come to Montgomery with the view of entering the Confederate navy, which he was trying to form.

"After the Federals evacuated Norfolk Navy Yard, my father was stationed there by the Confederate government. Then he found an opportunity to put into use an old idea of his own. So now he took the plans he had kept in his sketchbook, where they had lain for 18 years or so, and he made a model and offered it to the secretary."

The model was approved, and it was suggested using the remains of the frigate Merrimac. The Federal ship had been burned to the water's edge by the North and sunk in the Gosport Navy Yard. Speed was necessary. It would take too long to build one. The Merrimac was raised and taken to dry dock to receive her iron coating. Would she float? Many said no. Porter said yes. She floated. She was renamed the Virginia. The Merrimac-Virginia fought the Monitor, built in the winter of 1861-1862, to a draw on March 9, 1862, in the roadstead.

Both vessels retired from the scene. Both had been hit many times, the heavy armor plates dented. Each side asserted the other had suffered the worst blows. Certainly, the ironclads created a new era in the naval history of the world. The era of wooden ships was over.

The Monitor foundered off Cape Hatteras, N.C., on Dec. 31, 1862. She never has been found, although many attempts have been made to locate her. There have been rewards for anyone who can locate the vessel.

The Merrimac--the name has stayed with her to the end--was sunk by the Confederates when they evacuated Norfolk and were not able to take her with them up the James River. That was May 11, 1862.

John L. Porter, according to Mrs. Brent's report, later was in North Carolina, "directing the construction of more ironclads that were to meet the usual fate of his work for the South; that is, blown up to prevent their falling into the hands of the enemy." Back in Virginia, Porter had a contract to build an oyster navy boat. Afterward he was appointed superintendent of the ferry between Norfolk and Portsmouth. He held that post until his death.

Since this is the story of Porter's Merrimac, 262 feet 9 inches long, drawing 22 feet when ready for action, it must end with a report on the famous Hampton Roads engagement of the spring of 1862 from the Committee on Naval Affairs of the House of Representatives in Washington, dated May 31, 1884:

"All of the evidence leads us clearly to the opinion that the Monitor, after her engagement with the Merrimac on the 9th of March, declined again to engage her, though offered the opportunity, and that so great doubt existed with the United States naval and military authorities as to the power of the Monitor to meet successfully the Merrimac that orders were given to her commander by the President not to bring on an engagement. It also appears that the Merrimac, so far from being seriously injured, was enabled after the engagement to protect the approaches to Norfolk and Richmond until after the evacuation.

"We assume that the proof shows that the only serious damage sustained by the Merrimac was inflicted by the Cumberland and that the Merrimac went back to Norfolk, where her adversaries were out of her reach, and, they being in shoal water and she, on account of the great depth of water which she drew, unable to attack them, went into dock for repairs, and again came out and offered battle, which was refused."

John L. Porter's iron had done well.

This article was written by George J. Barmann and appeared in Sunday, CLEVELAND PLAIN DEALER, October 9, 1960.

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### CONFEDERATE NAVY

The first torpedoes in naval warfare were devised by Isaac N. Brown, a Confederate Naval Commander of the steamram ship "Arkansas".

ABRAHAM LINCOLN'S CAMPAIGN  
AGAINST THE MERRIMACK

Abraham Lincoln was worried! The great campaign to win the war had been stalled. Lincoln had always been against Major General George B. McClellan's plan to capture Richmond by landing the Army of the Potomac at Fort Monroe and advancing up the Virginia Peninsula. And now McClellan's mighty army had been sitting before Yorktown for a full month. The incessant calls of this glamorous general for reinforcements did not reassure the uneasy President. Casting an ominous shadow over the whole picture was the Merrimack. Although check by the MONITOR in the historic battle of March 9, 1862, the dreaded Confederate ironclad was still afloat and lurking around Sweell's Point (today the Naval Base). So long as the MERRIMACK was a factor to be reckoned with, Commodore Louis M. Goldsborough, in command of the Union fleet in Hampton Roads, refused to send adequate naval support to General McClellan. Without the support of the guns of the fleet, McClellan would not make an assault on the Confederate fortifications. So here was the situation: the army, some twenty miles up the Peninsula, at a standstill before Yorktown; and the fleet, at the tip of the Peninsula, clustered around Fort Monroe, watching the MERRIMACK in Hampton Roads. Truly a stalemate.

Lincoln decided to go down to Fort Monroe "to ascertain by personal observation whether some further vigilance and vigor might not be infused into the operations of the army and navy." Just as he was about to leave Washington, news came from McClellan that the Confederates had unexpectedly evacuated Yorktown and were withdrawing toward Williamsburg. Accompanied by Secretary of the Treasury Salmon P. Chase, Secretary of War Edwin M. Stanton and Brigadier General Egbert L. Viele, Lincoln left Washington just before dusk, Monday, May 5, 1862. Ten or fifteen miles below Alexandria, their ship, the revenue steamer MIAMI, cast anchor because it became too dark for the pilot to see his course. At 3 A.M., Tuesday, May 6, they were again on their way. At noon they were tossing on Chesapeake Bay.

The President tried to eat lunch, but soon gave up, saying he was too uncomfortable. He stretched out on a locker. The rest of the party kept on eating although the plates slipped here and there and the glasses fell over and rolled about. The MIAMI now had all its sails set and with the help of wind and steam was moving along at twelve knots. As night began to fall, the wind died away. For some reason the fires burned low under the boilers. The travelers were irked by the slackened speed. It was not until between 8 and 9 P.M. that the MIAMI reached Fort Monroe. Stanton sent for Major General John E. Wool, commanding Fort Monroe, who soon came on board with members of his staff.

Although it was now late, it was decided to confer at once with Commodore Goldsborough. It would have been difficult to bring the MIAMI alongside the flagship MINNESOTA in the darkness, so the party went in a tug to where the great ship lay just off Fort Monroe. The President went up the gangway first. Chase, who was senior to Stanton in the cabinet, climbed up next. They were received cordially by Commodore Goldsborough, who asked Chase about his daughters Jantet and Katie. The group conferred earnestly about the dreaded MERRIMACK, whose presence was immobilizing the Union fleet in Hampton Roads. It was late when the President and his party returned to the MIAMI.

The next morning, Wednesday, May 7, the party arose early. They were not due to breakfast with General Wool until 9 A.M. Stanton proposed that they visit the VANDERBILT before breakfast. So the MIAMI'S boat was lowered and they were rowed over to where the great steam yacht lay at anchor. Her bow had been strengthened with heavy timbers plated with iron so that she could ram the MERRIMACK should the Confederate ironclad venture down to Fort Monroe. Lincoln and his companions stood in the VANDERBILT'S wheelhouse and looked through one of her great sidewheels.



Made of wrought iron, it was forty-two feet in diameter and weighed over one hundred tons. On the way back they were rowed around the MONITOR and the STEVENS that they might have a look at these two Union ironclads.

The President and his party landed at the Old Point Comfort Wharf. As they approached the Main Sallyport of the fort, the guard was turned out and a salute of twenty-one guns was fired from the distant Water Battery. On the beautiful parade ground studded with ancient live oak trees, the Fort Monroe garrison was in formation. When Lincoln came into view the band struck up "Hail to the Chief." The troops presented arms and the bystanders cheered. The party then had breakfast with Gen Wool in Quarters No. 1, the graceful old house which strads just inside the East Gate of Fort Monroe. After breakfast they were taken on board the MONITOR and the STEVENS, then over to the island fort on the south side of the channel known as the Rip Raps, or Fort Wool. Then they returned to Fort Monroe where another conference was had with Commodore Goldsborough, who had come ashore for that purpose.

The MERRIMACK was now seen around Sewell's Point and it was thought that she might engage the MONITOR. The military review, which had been ordered at Camp Hamilton was called off. But the MERRIMACK did not give battle. General Wool then proposed that the President and his companions ride over to Camp Hamilton anyway. Lincoln and Chase rode on horseback. Stanton rode in a carriage. General Wool and his staff in their blue uniforms formed the most brilliant part of the cortege. As they rode through Camp Hamilton, General Wool gave orders to get the regiments ready for a review. In the meantime the party rode on to the ruins of Hampton, which had been burned by the Confederates in 1861. They were saddened by the bare, blackened and crumbling walls. They viewed the ruins of the Court House and St. John's Church. Crossing back over Hampton Creek, they saw the summer home of ex-President John Tyler and some other fine houses, which were intact, as the Confederates had not crossed the creek when they set fire to the town.

Arriving back at Camp Hamilton, they saw the troops drawn up in formation. The troops passed in review, cavalry first, then regiment after regiment of infantry. After the review, the party rode on toward the fort, but one regiment had drawn up in line. The colonel and his men were pleased when the President rode along the line with his head uncovered. This inspired great enthusiasm.

Returning to Quarters No. 1, a conference was held. It was decided that an attempt must be made to capture Norfolk, the base of the MERRIMACK. Deprived of her base, the MERRIMACK would be forced to withdraw up the James River to Richmond or else attempt to run past Forts Monroe and Wool and Goldsborough's fleet into Chesapeake Bay. Lincoln also issued an order to Commodore Goldsborough to send the GALENA and two gunboats up the James River toward Richmond to support General McClellan who was now pressing after the Confederates northwest of Williamsburg. Lincoln and Stanton remained at Quarters No. 1 while Chase and General Viele went back to the MIAMI to spend the night.

The next morning, Thursday, May 8, President Lincoln summoned Commodore Goldsborough to a conference at Quarters No. 1. It was determined to attack the batteries on Sewell's Point, and, under cover of the bombardment, troops from Fort Monroe would be landed for a march on Norfolk. Lincoln, Chase and Stanton went over to Fort Wool to watch the action. The SEMINOLE, SAN JACINTO, DAKOTA, SUSQUEHANNA, MONITOR AND STEVENS opened fire on Sewell's Point. In this they were joined by the large guns on Fort Wool. Before long the small battery at the extreme end of Sewell's Point was silenced. The fire was then directed on a battery inside the Point. While this was going on, smoke was seen curling over the woods on Sewell's Point five or six miles from its termination. The men on Fort Wool said, "There comes the MERRIMACK!" The President and his party left the island fort. Just as they were stepping ashore at Fort Monroe, the MERRIMACK came out



from behind Sewell's Point. Although the troops had already been embarked at Fort Monroe, it was obviously no use to attempt a landing on Sewell's Point while the MERRIMACK lay protecting it. The soldiers were, therefore, removed from the transports.

It was only too apparent that the landing must be attempted at a place where the MERRIMACK could not interfere. This would have to be east of Sewell's Point on Chesapeake Bay. Since the channel from Hampton Roads into Chesapeake Bay lay between Fort Monroe and Fort Wool, it was not likely that the MERRIMACK would try to run past the forts. With her slow speed, the Confederate ironclad would be subjected to a murderous cross-fire from the big guns of the forts, which could very well cripple her. In addition to the regular armament of the two forts there was a 15-inch Rodman gun on the beach at Fort Monroe which had been specially made for use against ironclad ships. It was known as the Lincoln Gun and stood in battery with a 12-inch rifled piece known as the Union Gun. Another consideration which could be expected to hold back the MERRIMACK was that her departure from Hampton Roads would leave the city of Norfolk at the mercy of the Union ironclad MONITOR.

The question was just where on the Chesapeake Bay shore should the landing be made? The next day, Friday, May 9, Chase, General Wool and Colonel Thomas J. Cram set out with the MIAMI and a tug to make a reconnaissance of the shore line east of Sewell's Point. They arrived at a place called Ocean View, the MIAMI going in to within 500 yards of the shore, the tug to 100 yards. Some boats were sent out to ascertain the depth of the water. When they were very near the shore they suddenly pulled away. The men said they had seen an enemy picket, and fearing an ambush, they pulled off to avoid being fired at. The order was given to return to Fort Monroe, but just as they were moving off, a white flag was seen waving over the sand bank on shore. General Wool ordered that it be answered at once, which was done by fastening a bed sheet to the flag line and running it up. Thereupon, some Negro women and children appeared on the shore.

Fearing a ruse, Chase sent two boats ashore with armed crews. Chase saw Colonel Cram talking with these people while some of the men were walking about on the beach. Presently one boat came back to the ship. Chase saw that the Negroes were going back up the sand bank, and Colonel Cram was preparing to return with the other boat. Thinking that these people might have desired to go to Fort Monroe and had been refused, Chase went ashore in the boat that had just returned. It turned out that none of these persons, one of whom was a white woman living nearby, desired to go to Fort Monroe. So Chase and the others returned to the ship. At any rate, they had discovered a good landing place, no more than five or six miles from Fort Monroe, capable of receiving any number of troops and communicating with Norfolk by passable roads.

Back at Fort Monroe, Chase found Lincoln talking to a pilot and studying a map. The President thought there was a nearer landing place and wanted to go to see it. They started out again, taking with them a large boat and about twenty armed soldiers from Fort Wool. Lincoln and Stanton went on the tug and Chase on the MIAMI. When they came to the place Lincoln wished to see, the boat from Fort Wool and a boat the MIAMI were filled with armed men and sent toward the shore. All of the guns of the MIAMI were trained on the shore. Before the boats could land, several Confederate horsemen appeared on the beach. Chase sent a message to Lincoln asking if the MIAMI should fire on the horsemen. Lincoln said no. After their return to Fort Monroe, it was decided that an advance should be made from one of these two landing places. General Wool preferred the one that he himself had visited, so Ocean View was selected as the landing place. Four regiments were loaded at once into transports at Fort Monroe.

The troops landed without interference. Lincoln, Chase, Stanton

and General Wool went to Ocean View next morning, Saturday, May 10. They found the troops had already gone forward. Chase and General Wool followed the troops. Lincoln and Stanton returned to Quarters No. 1 at Fort Monroe to await results. Led by General Wool, the troops advanced overland to Norfolk, where they were met by Mayor William W. Lamb, who formally surrendered the city. The Navy Yard was found in flames, fired by the Confederates just before they had evacuated the city. Late that evening, almost midnight, Chase and General Wool returned to Fort Monroe. They went straight to the President's room at Quarters No. 1 with the good news, "Norfolk is ours!" Stanton was so delighted that he hugged the dignified General Wool.

All got up early the next morning, Sunday, May 11, for Lincoln had decided to return to Washington at 7 o'clock. As the party was sitting in the parlor of Quarters No. 1, Commodore Goldsborough came in the room with the electrifying news that the Confederates had blown up the MERRIMACK just off Craney Island at 5 AM. After two months of terror, the Confederate monster was no more! Lincoln wanted to see the site of the destruction for himself. He also wanted to go up the Elizabeth River to make sure that the channel to Norfolk was not obstructed. The U.S.S. BALTIMORE, on which the party was to return to Washington, took them over to Craney Island, then up the Elizabeth River. At Norfolk they found that the MONITOR, STEVENS and SUSQUEHANNA had preceded them.

Now that the MERRIMACK was no more, the entire Union fleet could be sent up the James and York Rivers to support General McClellan's campaign against Richmond. After a very brief stop at Fort Monroe, the BALTIMORE carried the President back to Washington. "So ended a brilliant week's campaign by the President," as Chase wrote to one of his daughters. For a more extensive account of this interesting episode in the life of Abraham Lincoln, read Chester D. Bradley, "President Lincoln's Campaign against the MERRIMACK," JOURNAL OF THE ILLINOIS STATE HISTORICAL SOCIETY, Spring of 1958, Vol. LI, No. 1, pages 59-85.

The above article is No. 9 in a series of the TALES OF OLD FORT MONROE. We are indebted to Dr. Chester D. Bradley, Co-Chairman & Curator of the Fort Monroe Casemate Museum for his cooperation in the use of this material.

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#### OLD BEESWAX

Rear Admiral Raphael Semmes, notable captain of the C.S.S. ALABAMA, received a gift of a beautiful sword and a mammoth Confederate flag from a noble English lady. The flag was made by her own hands from the richest silk and there wasn't a spot on the pure white field. The battle cross and the stars, when unfolded, flashed as brightly as ever. Said Admiral Semmes, "These two gifts shall be precious heirlooms in my family to remind my descendants, that, in the words of Patrick Henry, 'I have done my utmost to preserve their liberty.'"

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#### C.S.S. VIRGINIA

"It will be remembered the the VIRGINIA was a novelty in naval architecture, wholly unlike any ship that ever floated; that her heaviest guns were equal novelties in ordnance; that her motive power and obedience to her helm were untried, and her officers and crew strangers, comparatively, to the ship and to each other; and yet, under all these disadvantages, the dashing courage and consummate professional ability of Flag Officer Buchanan and his associates achieved the most remarkable victory which naval annals record."

..Secretary Mallory on the destruction of U.S.S. CONGRESS & CUMBERLAND

## C.S.S. GEORGIA

The GEORGIA, cruiser of short-lived fame, was a Confederate steamer which raided United States commerce on the high seas. The JAPAN, as the ship was originally named, was built in 1862 as a fast merchantman. The JAPAN had a round stern, iron frame, fiddle-bow figurehead, short, thick funnel, and full poop. The ship was brig rigged, and was clipper-built, weighing 600 to 700 tons. Her length was 212 feet and she was 27' wide.

The Confederate Government, represented by Matthew Fontaine Maury, purchased the ship at Dumbarton, Scotland, in March of 1863. On the 1st of April, the JAPAN departed from Greenock, England, reputedly bound for the East Indies and carrying a crew of fifty who had shipped for a voyage to Singapore. Off Ushant, France, she rendezvoused with the Confederate steamer ALAR, and took on guns, ordnance, and other stores. The cruiser had armament consisting of five mounted guns--two 100 pounders, two 24-pounders, and one 32-pounder. Under the command of Commander William Lewis F. Maury, on 9th April 1863, the ship was placed in commission as the C.S.S. GEORGIA, and, at 10:45 a.m., she hoisted the Confederate colors. Her orders read to prey against United States shipping wherever found. On 25th April, her first prize, the DICTATOR, was taken. The rest of the day was spent in transferring provisions, etc., and replenishing the raider's coal supply, which happened to be the DICTATOR's principal cargo. On the following day, the vessel was set fire to and abandoned.

On 13th May, the GEORGIA came to anchor off Bahia, Brazil, where she was in for quite a pleasant surprise. Admiral Semmes, of the C.S.S. ALABAMA, described it as follows: "...an officer came below to inform me that a strange steamer of war had entered during the night, which as yet had shown no colors. I directed our own colors to be shown to the stranger--for the regular hour of hoisting them had not arrived--and the reader may judge our our delight when we saw the Confederate States flag thrown to the breeze in reply by the newcomer. It was the GEORGIA, Commander Lewis F. Maury, on a cruise like ourselves against the enemy's commerce. She had come in to meet her coal ship, the CASTOR, which had been ordered to rendezvous here."

Private signals were exchanged with the ALABAMA and in the morning, the GEORGIA docked inshore. The President, seeing another Confederate steamer arrive, became, as can well be imagined, nervous lest he should be compromised in some way and be called to account by the Emperor. In addition, the "little gadfly of a Yankee consul" was buzzing around him. Permission was denied to the GEORGIA to receive coal from her transport, but it was possible to land the coal and then pick it up, as any other coal. To complicate matters for the Brazilians, news was received that the FLORIDA had arrived at Pernambuco. Much to the relief of the President of the Province of Bahia, the ALABAMA informed him that she was ready to put to sea. The GEORGIA then sent some 500 pounds of powder to the sister raider. On 22nd May, the GEORGIA hoisted in all boats and prepared for sea. On 3rd June, the GEORGE GRISWOLD, of New York, was captured, but was released, under a \$100,000 ransom bond. On the thirteenth, the American GOOD HOPE, was boarded and taken. The prize was valued at \$20,000, and her cargo at \$45,000. Provisions and stores were taken on. The prize, on the following day, was set fire and abandoned. On the same day, the S.W. LEAVER was permitted to proceed on voyage, on release bond of \$30,000, with a cargo of machinery for the Russian government. Paroled prisoners were sent aboard. Near Trinidad Island, on the 25th of June, the cruiser steamed in chase of the ship CONSTITUTION, which was laden with a cargo of coal. Coaling from the anchored ships went on until the 7th of July. On 27 June, colors were at half-mast upon hearing of the death of Maj. Gen. T.J. "Stonewall" Jackson. On the 28th, the CITY OF BATH was boarded and captured. After transferring the crew of the CONSTITUTION, the CITY OF BATH was released.

on bond for \$40,000. On the 8th of July, the CONSTITUTION was set fire to, and the GEORGIA hoisted anchor and set to sea. On 16th July, the ship PRINCE OF WALES was captured and subsequently released on bond for \$40,000. On 26th August, after recrossing the Atlantic, the raider anchored in Simon's Bay, Cape Colony, in the Union of South Africa. Here, the GEORGIA took on coal and provisions, and received some repairs. On 31st August, the JOHN WATTS was captured and bonded for \$30,000. Heading north, the BOLD HUNTER was captured on the 9th of October. On the fifteenth, the GEORGIA arrived at Teneriffe (Santa Cruz) where she took on coal and supplies. On 28th October, the cruiser anchored in Cherbourg Harbor, France. All told, on her voyage, the GEORGIA captured nine ships belonging to the United States. On 7th November, the new national ensign adopted by the Congress of the Confederate States of America was hoisted. (This was the Second National or "Stainless Banner".)

On the 19th of January 1864, Commander Maury asked to be relieved from the command of the GEORGIA because of ill health. Lieutenant W. E. Evans was given command of the vessel. While the cruiser was undergoing repair at Cherbourg in late January, it was decided to shift her armament to the C.S.S. RAPPAHANNOCK. Orders were received from Flag Officer Barron to proceed to sea and rendezvous with the RAPPAHANNOCK, in order to "transfer the armament and all warlike equipment" to that ship. This was never effected and the GEORGIA was moved to an anchorage three miles below Bordeaux. On the 2nd of May 1864, she was taken to Liverpool and sold on the first of June, to a merchant of that city, all of this under the protests of Charles F. Adams, United States Minister to Great Britain. The steamer again put to sea on 11th August, and four days later was captured by the frigate NIAGRA, off Portugal. She was subsequently sent into Boston, where she was condemned and sold as a "lawful" prize of the United States.

She was documented as a United States merchant vessel in New Bedford, Massachusetts, 5th August 1865.

The GEORGIA was known originally as the JAPAN. When sold to the Confederate States, she was commissioned the C.S.S. GEORGIA. Early in her career, she was erroneously called the VIRGINIA by Union writers, and it was thought that they were two ships until descriptions of her were clarified from accounts of the crew of the captured DICTATOR.

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### SUBMARINES IN HAMPTON ROADS

"A rebel infernal machine," to use the indignant expression of HARPER'S WEEKLY, attempted to blow up the Union flagship MINNESOTA off Fort Monroe on the evening of October 9, 1861. The attempt failed because the two men in the hand-operated submarine mistook the MINNESOTA'S grappling line for her anchor chain. Thinking they were under the hull of the ship, they floated the submarine upward to attach a torpedo, but instead came to the surface. They quickly resubmerged, but not before the MINNESOTA'S guard boat had sounded an alarm. The Confederate submarine made its escape to the shore where it was carted back to Norfolk.

The irate HARPER'S WEEKLY concluded its narrative with this warning to the saucy Confederates who had dared to attack the might flagship MINNESOTA below her water line: "It is possible that before the time arrives for a fresh experiment with this machine the rebels at Norfolk may have occupation for their ingenuity nearer home. Commodore Goldsborough and his officers may perhaps have a little "infernal machine" of their own, with which rebeldom may possibly make acquaintance."