# THE CHARGER

## THE CLEVELAND CIVIL WAR ROUNDTABLE

**September 2025 CCWRT Founded 1956 Vol. 50, No. 1**



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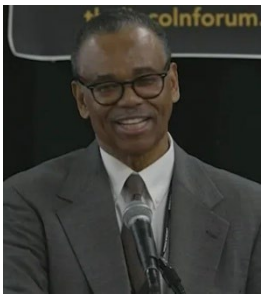
MEETING – September 10, 2025



PROGRAM – "Black Americans in Mourning"

SPEAKER – Dr. Leonne M. Hudson, Professor Emeritus of History at Kent State University and author of the book, *Black Americans in Mourning: Reactions to the Assassination of Abraham Lincoln*

LOCATION: The Holiday Inn Independence at 6001 Rockside Road, Independence, Ohio 44131, off US Interstate 77

TIME: Social Hour at 6:00 PM and Presentation at 7:30 PM

For reservations email: ccwrtreserve@gmail.com. To ensure a dinner is reserved for you, the reservation must be made by Tuesday, September 2, 2025

Website:
http://www.clevelandcivilwarroundtable.com

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# *President's Message*

**Fellow Roundtable Members:**

I did not know I was going to be so busy and so happy working on Civil War Roundtable business, planning for the year 2025–2026 and planning for the field trip to Vicksburg, Mississippi. There are so many members of the Civil War Roundtable who offered me advice and suggestions regarding what places of interest we could visit for the battlefield tour and what to include from their memories of other Civil War field trips.

Let me take a moment to thank those members who took time out of their day to help edit and distribute our Rack Cards throughout Cuyahoga and Lorain Counties.

This collaborative spirit has truly shaped our planning process, making it far richer and more insightful than I could have managed alone. As we sifted through recommendations—ranging from must-see monuments to lesser-known historic sites—I was struck by the breadth of collective knowledge and genuine enthusiasm within our group. Our shared commitment to honoring Civil War history is evident not only in our preparations for the Vicksburg trip, but in every aspect of our Roundtable's activities.

Of course, organizing these events comes with its challenges, from securing guest speakers to finalizing planning for meetings and excursions. I am grateful for the patience and resourcefulness of our members, who continually volunteer their time and expertise. With a strong foundation of camaraderie and curiosity, we have set ourselves up for a year filled with meaningful exchanges and memorable experiences.

I hope each of our members has had a chance to review the lecture series and speakers for the year 2025–2026 and we hope all members will share the program information with other possible new members. Past Presidents Bob Pence and Gene Claridge have a lot of institutional memory of the CleCWRT which was valuable for the transition. If any members of the civil war roundtable are interested in becoming an officer, talk with any of the current officers to get an idea of what is involved with helping the CWRT grow.

Meetings are at the Holiday Inn, Rockside Road, Independence, Ohio. It is important we make dinner reservations on the web site, allowing us to have an accurate account of who is attending our meetings and to ensure that you have your dinner selection. If you bring a guest, please make sure that we have the information prior to the meeting and ensure your guest will also receive dinner.

The cost of dinner at the Holiday Inn has increased. After reviewing last year's budget for the Civil War Round Table, we found there was a loss of nearly $1,000.00 due to food that was ordered but not consumed because some members or guests did not attend the meeting. This will be an item of discussion at our first meeting in September.

As many of you may know, I am the Veterans Treatment Court Judge for the County Municipal Courts. We are in the need of some new Mentors, to assist our Veterans who are on Probation and in need of some help adjusting to civilian life. A member of the CWRT, Ed Weston, is a Mentor with the court. If you have an interest in doing some volunteer service please talk to Ed, Ernie Hendricks, or me and we will answer your questions. The Veterans Treatment Docket meets twice a month, the morning docket.

Putting the lecture series together was a challenging exercise which changed more times than I can recall. Our first speaker Dr. Hudson is a newly retired Professor at Kent State University, History Department. I saw him on C-SPAN giving a speech at the Lincoln Forum in Gettysburg. He was the last speaker to confirm his availability, but his availability conflicted with another speaker who graciously allowed us to change his month on the program. The passion Dr. Hudson spoke with regarding Lincoln ‘s last train ride to Springfield, Illinois caused many of my friends to call me and tell me about his presentation in Gettysburg. I hope members of our Round Table will come out and enjoy the lecture.

I knew nothing about the Stones River campaign in 1862, but we will have a lecturer, Dan Masters, who has authored a book about the battle, a battle which had more casualties than Shiloh and Antietam.

Our program this year is particularly rich with opportunities for learning and engagement. In addition to our remarkable speaker lineup, we are introducing several new initiatives to encourage member participation—whether you are a seasoned attendee or joining us for the first time. These projects range from history-themed reading groups to informal discussion sessions after each lecture, designed to foster dialogue and deepen our collective appreciation for Civil War history.

We are also eager to strengthen our outreach efforts. Volunteers are always welcome to help with community partnerships, educational outreach to local schools, and contributions to our growing newsletter. The energy of our group is a direct reflection of its members' enthusiasm, and I encourage you all to bring your ideas and passions forward.

As we step into the new year, let us remember that our organization thrives on curiosity, collaboration, and a shared desire to honor the lessons of the past. Whether it is in the lecture hall, on the battlefield trail, or over dinner, the connections we build with one another are at the heart of what makes the Civil War Roundtable special.

Another speaker will be talking about the United States Colored Troops. Do you know how many USCTs fought during the Civil War and how many were awarded the Medal of Honor? The next speaker will ask, what do you know about Bleeding Kansas and the War before the Civil War?

The Civil War Roundtable Dick Crews Annual Debate is on the schedule, and I always learn more than I thought I knew at the debate. We have another speaker from the Lincoln Forum; he will talk about citizenship and his book Monumental.

Something else I did not know about the Civil War was the US Marines’ involvement during the Civil War. What did they do? Where did they serve? We have a speaker who will explain the services of the Navy and Marines. We will also get some medical advice and talk about another General who was commander of the US Second Corps.

The picture on the Lecture Series Rack Card is titled, Grant and his Generals. How many of the Generals in the picture are also from Ohio? My thanks to Steve Pettyjohn and William Vodrey for sharing their art knowledge with me.

The theme for this year’s program is, “Pursuit of Freedom and Equality.”

We hope you will be able to attend as many meetings as possible.

There is still time for you to attend our Field Trip to Vicksburg, Mississippi. The two places of interest to me that our members recommended for the annual field trip were

Shiloh National Battlefield and Vicksburg National Battlefield. I was aware it was going to be hard to come close to matching what we saw at Gettysburg, but I wanted to go West, young man!

For reconnaissance I traveled south-west to Shiloh, in Tennessee, and saw a battlefield, (Battle of Shiloh, April 6th & 7th, 1862) The battlefield was just pristine, it was undisturbed because of its remote location. After using the tour guide map, we returned to the Visitor Center and learned that the nearest hotel and restaurant are an hour away in Mississippi.

Our field trip committee worked diligently to plan an itinerary that would capture both the military significance and the human stories behind these hallowed grounds. The group reviewed maps, completed logistical planning, and made necessary preparations for the journey.

As the planning for our annual field trip unfolded, anticipation was built among our members. Each year, the chosen destination serves not only as a pilgrimage to historic ground, but also as a gateway to deeper understanding. The stories etched into the landscapes of Shiloh and Vicksburg beckoned us to walk in the footsteps of those who struggled and persevered more than a century ago. Organizing travel arrangements, compiling recommended reading, and coordinating with local guides became a collaborative effort—every detail a testament to our shared fascination with the Civil War and its enduring legacy.

Before departure, members will exchange anecdotes about previous journeys, debating which battlefield had most moved them, and speculating on what insights this trip might yield. The camaraderie is always palpable—seasoned enthusiasts and newer attendees alike united by curiosity and respect for the sacrifices of the past. Packing maps, binoculars, and stacks of well-thumbed books, we set out early morning, the bus humming with conversation and quiet reflection. Each mile cover led us nearer to locations where history is experienced as well as examined, with remnants of past conflicts still present and the enduring significance of freedom and equality highlighted.

There was a shared sense of purpose recognition that by walking the fields where history was made, we engage directly with the enduring questions and sacrifices that have shaped our nation.

Traveling together by bus, stories and reflections will be exchanged along the road as we traced the route from Ohio into the deep south, each mile drawing us closer to the heart of Civil War memory. The spirit of camaraderie fills the air, punctuated by laughter, thoughtful silences, and lively debate about events that unfolded more than a century ago. Each stop along the way—to stretch our legs, to take in a small memorial or a scenic vista—was a reminder that this trip was as much about connecting with each other as it was about connecting with the past.

In Vicksburg we will see a battlefield that was challenging to walk around because of the terrain, up and downhill. I imagined what it would be like to move a cannon, the cannon balls, the gunpowder, and other equipment to defend a position in a foreign state. I saw the Illinois monument and all its glory. "Witness trees" are gone from the National Battlefield, but the Cairo is still open to visitors. There were preservationists working on the boat and I was allowed to go down into the coal room, underneath the steam boilers where the sailors shoveled coal into a furnace, which propelled the iron clad up and down the Mississippi River. I wondered how much coal it would take to move the boat into position for a battle or to transport troops?

I wondered what was going on in Vicksburg before the Civil War. Was this a cotton plantation? I was advised the cemetery was a fruit orchard, with slaves tending the trees and picking the fruit.

After the Civil War, the Freedmen's Bureau divided the land up and awarded the Freeman, forty acres and a Mule. In 1889 the federal government decided to move all the Civil War Soldiers who were buried in the state of Mississippi into the Federal Government Park, which we now call Vicksburg Cemetery and National Battlefield. All the Freedman who were farming in Vicksburg, were displaced to other farmland in Mississippi.

There are over 10,000 headstones in the burial grounds at Vicksburg with USCT inscribed on them. I often wondered how they got there. On my first visit to Vicksburg National Park, I was told USCT soldiers did not fight with General Grant, but he did have Freemen with him who were teamsters, driving the supply wagons, cooks and spies; Courtesy of the first and second confiscation acts.

As the afternoon sun cast long shadows across the rolling hills, I wandered among monuments and memorials, each one a silent witness to the fierce fighting and unwavering resolve that had shaped this land. We paused at plagues commemorating regiments from distant states, contemplating the journey so many had made to fight here, far from home. The air was thick with the weight of history—every name etched in stone a reminder of lives lived, battles fought, and sacrifices made.

Standing before the Illinois Monument, I marveled at its architectural grandeur and the reverence it commanded. I took some photographs, and simply stood in silence, allowing the atmosphere to speak for itself. The stories of those who had once marched, suffered, and persevered here seemed to echo on the breeze, mingling with our own reflections. It became clear that Vicksburg was not merely a place to observe history, but a space to feel its presence—to confront the complexities and contradictions of the past.

During my reflection, the Park Ranger noted the Freedmen's legacy in Vicksburg, she highlighting their work in these fields and eventual displacement after the war.

As dusk approached, our group gathered near the park entrance, quieted by the weight of the day's discoveries. Soft sunlight filtered through the trees, casting extended shadows over the paths we walked, outlining features of the landscape. We lingered, reluctant to leave the solemn beauty of the battlefield behind, feeling that each conversation and every moment of reflection had drawn us closer to the complexities of Vicksburg's story.

Some sought out the interpretive signs scattered throughout the grounds, tracing timelines with their fingertips, connecting dates and names to the monuments we had seen. Others wandered off to sit beneath the sprawling oaks, journals in hand, intent on capturing their impressions before they faded. For a while, the hum of modern life fell away, replaced by the quiet companionship of fellow travelers—each of us linked by a common curiosity and a shared reverence for the past.

It was at that gentle hour, surrounded by the silence of remembrance, that questions began to rise more freely. We considered the experiences of soldiers commemorated solely by inscriptions on monuments, contemplated the families who endured their absence from afar, and examined the enduring impact of the Civil War on contemporary society. The presence of memorials for the United States Colored Troops, alongside the disappearance of historic battlefield "witness trees," has sparked

discussion on what aspects of history are remembered and what risks being forgotten.

As we made our way back to the bus, the glow from the last light of day lingered in our thoughts, carrying us forward with a sense of anticipation for what we might still uncover. Each new question felt like an invitation—to dig deeper, to listen harder, to honor not only the history that is visible, but also the hidden legacies waiting just beneath the surface.

Others wondered aloud about the daily realities of soldiers—what they ate, how they endured the hardships of siege, and how their letters home might have sounded.

Our discussions grew richer as we shared what we had learned from books, documentaries, and family stories, each insight adding another thread to the intricate tapestry of remembrance. Gazing out over the peaceful landscape, it was impossible not to feel a sense of gratitude for those who had come before us, and a renewed commitment to preserving their memory.

Shortly after the government started bringing the remains of dead soldiers to Vicksburg from other burial sites in four southern states, headstones and monuments started to appear.

Upon entering the Vicksburg battlefield, the second state marker I saw was an Ohio Stone, with a soldier holding a rifle and a dog by his side. There are a lot of large state monuments for the soldiers from the north and the south on the Vicksburg battlefield. I think the smallest markers, for individual soldiers I saw, were from Ohio. I wonder why?

I hope some of my questions will be answered during our field trip to Vicksburg, I know some of those questions will be answered by our tour guide, and some other questions will be answered from the members of the Civil War Roundtable who read the books on the recommended reading. If you are curious about Vicksburg and would like to attend, please sign up quickly.

These journeys, filled with questions and discoveries, have deepened my appreciation for the powerful stories embedded in these landscapes. Each turn along the battlefield roads, each monument that rises from the mist, each headstone inscribed with a name or the simple, poignant letters USCT, adds another layer to the tapestry of our shared history. The echoes of past conflicts and hopes for freedom linger in the air, reminding us that these places are not merely sites on a map, but living classrooms where the lessons of courage, loss, and resilience continue to unfold.

Our exploration of Vicksburg promises not only answers to old questions but the chance to ask new ones, to reflect on the legacy left by those who fought and the communities that grew, suffered, and rebuilt in the aftermath. This field trip provides a valuable opportunity to connect with history, whether your interest is military history, remembrance, or residents.

So, as we prepare for this journey, I encourage you to bring your questions, your perspectives, and your openness to discovery. Together, we will walk through the hallowed grounds of Vicksburg, listen to stories etched in stone and memory, and come away with a deeper understanding of not only what happened here, but of what it means for us today.

We have volunteers (Mentors) who attend the Court Docket and talk with the Veterans for a moment after Court. Ed Weston, a member of the CleCWRT is a trained Mentor and we need some more Mentors to talk to the Veterans involved with the Judicial System. The court docket is on Wednesdays at 10 am. If you think it might be interesting to help some veterans, talk with Ed or me for more information.

-- Charles L. Patton

## *The Editor's Desk*

HELP!!! We had plenty of content for this month's "Charger," but we can always use more submissions. If there is a historical event from the Civil War that has always piqued your interest; if there is a book on a Civil War subject you would love to share; if there is a family story from the Civil War you want to relate; if you have a Civil War relic you want to share with us; or if there is a movie or theater production with a Civil War theme that you think could be of interest to all of us, then take a few minutes and write a short article or note to submit for an upcoming issue. Heck, maybe you visited an interesting Civil War site or attended a lecture or reenactment that you would like to talk about! Submission possibilities are endless and limited only by the imagination. All we ask is that you follow a few guidelines and courtesies outlined by our publications committee and published on the CCWRT website. If you have any questions, just ask. Submissions can be emailed to the editor at dkfonner@gmail.com.

Speaking of books and movies and the Civil War in pop culture, this summer a couple items came across the desk that I want to share with y'all. Last year my brother, Al, submitted an article to the "Charger" about Newton Knight and the Unionist rebellion in Mississippi's Piney Woods region known as "the free state of Jones." The incident and characters had been turned into a movie by Hollywood in 2016, starring Matthew McConaughey as Newton Knight. While I was in Kentucky a couple weeks ago, I picked up a copy of Victoria Bynum's book on the subject, *The Free State of Jones: Mississippi's Longest Civil War.* It is a very good book that I highly recommend. The movie seems to have followed Dr. Bynum's research quite closely.

Hollywood, unfortunately, does not always do that with Civil War subjects. Like many of my generation, it was movies that sparked my interest in the war. John Ford's cavalry movies probably being the most influential. Ford's fourth cavalry movie, *Horse Soldiers* starring John Wayne, stands at the top of the list for me. This summer, I read a book by Hollywood historian Michael F. Blake, *The Cavalry Trilogy: John Ford, John Wayne, and the Making of Three Classic Westerns.* Although the movies are set in the years after the war, they are filled with characters who had served in the conflict and were dealing with its effects on their post-war lives. Blake, a make-up artist, knew many of the actors, producers, and film crew members personally, so it is an interesting look at Hollywood dealing with historical subjects. One John Ford story I found telling was regarding the cavalry uniforms used in his films. Most historians agree that they are not authentic to the period. Ford, however, patterned the look of his films after the paintings of artists like Frederic Remington. When told that his cavalry uniforms bore little resemblance to the real thing, Ford is reputed to have said something to the effect that his movie uniforms were a better design. "Never let the facts get in the way of a good story," Ford would say.

Still, Hollywood has had a difficult time dealing with the Civil War, even though it is a pivotal moment in American history. For anyone interested in reading more about the Civil War and movies, I think the best book is Bruce Chadwick's *The Reel Civil War: Mythmaking in American Film.* Discussing American filmmaking from *Birth of a Nation* in the early 1900s to films like *Gettysburg* and *Ride with the Devil* at the end of the Twentieth Century,

Chadwick demonstrates the grip that the Lost Cause Myth has had on films, as well as the struggle for the industry to come to terms with Reconstruction, the Civil Rights Movement, and changes in Civil War historiography.

I rarely read Civil War fiction, other than Michael Shaara's *The Killer Angels*, but I am currently reading a new book by an Ohio author, David Nypaver. *Defend Us in Battle,* released this past summer, is a Civil War novel about a fictitious Ohio infantry regiment, the 119th OVI. The regiment is a new regiment raised in northeast Ohio composed of recent Irish and German immigrants who are destined, as one old Irish sergeant says, to be placed in line for use only as cannon fodder. The story is a classic tale of good versus evil in a struggle for the soul of the regiment. John Lockwood, the son of a local merchant, has a psychotic fascination with knives and a desire to make use of his father's connections with local lawyers and professionals bound to serve as officers in the fresh unit. Lockwood's scheme is to enlist, gather a small gang of army thugs, and accumulate gold by using his family connections to build a gambling, theft, and plundering ring within the regiment's ranks. He, of course, counts on his father's political friends to keep nosy officers out of his way.

The main character, however, is a young priest, Father Sean Schaeffer. Father Sean, recently ordained, comes from a mixed family of Irish and German Catholics. As his first mission, the Bishop of the Cleveland Diocese assigns him to serve as chaplain for the 119th OVI. Unsure of his calling, Father Sean begins his work from the bottom when he arrives at camp and finds himself assigned as a private to serve as an ordinary soldier in an infantry mess. He goes through the school of the soldier and drills with his messmates for weeks until the "mistake" is revealed and he takes his proper position. The story eventually moves along to its denouement at the Battle of Perrysville, Kentucky, October 1862.

I like Father Sean, and the author does a good job portraying the life of a Civil War chaplain. The Priest stands in Lockwood's way, and like a good shepherd does all he can to protect his flock in camp, on the march, and on the battlefield. After I finish reading the book, I will include a full review in a later issue of the "Charger." In the meantime, if you are interested in reading it now, you can obtain a copy through Amazon.com.

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*Birthright Citizenship and the 14th Amendment*

A Note by Dennis Keating

Following the adoption of the 13th Amendment outlawing slavery, in the post-Civil War era, Congressional Republicans worked to protect legal rights for the freed slaves. Ohio Senator John A. Bingham was the primary author of the Fourteenth Amendment to the U.S. Constitution, which included a clause on Birthright Citizenship:

"All persons born or naturalized in the United States, and subject to the jurisdiction thereof, are citizens of the United States, and of the State wherein they reside."

Its adoption was intended to override the 1857 U.S. Supreme Court decision in *Dred Scott v. Sandford*, which denied African Americans citizenship.

The U.S. Supreme Court later upheld the right of a non-Black plaintiff (son of Chinse immigrants) to citizenship under this clause in an 1898 decision. This constitutional right has been in controversy since President Donald Trump issued an Executive Order banning it for the children of undocumented immigrants and foreigners in the country on temporary visas. His order was immediately challenged by 22 states, the District of Columbia, and the city of San Francisco. Federal judges blocked Trump's order. This resulted in a July 27th U.S. Supreme Court decision that ruled on the ability of federal judges to issue nationwide injunctions, leaving open the issue of the constitutionality of Trump's order.

References:

Paul Finkelman. "John Bingham and the Background to the Fourteenth Amendment" Akron Law Review, Vol. 36, Issue 4 (2003)

http://ideaexchange.uakron.edu/akronlawreview/vol36/iss4/3

Bill Chappell. "What is birthright citizenship and what happened after the Supreme Court ruling?" NPR (June 27, 2025)

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A wagon train like the one guarded by Ann Michaels' great-great grandfather and the 4th North Carolina Cavalry at Monterey Pass during Lee's retreat from Gettysburg.

# *All I Needed to Know About the Civil War*

By Ann Michaels

While standing in front of the military cemetery at Vicksburg, my mother announced to my father that all I needed to know about the War of Northern Aggression could be summarized in one sentence: the Yankees cheated. I suddenly realized I came from a divided family. My father had a life-long interest in Abraham Lincoln and the Civil War. He had three great-grandfathers who had fought for the Union—one from New York, another from Wisconsin, and a third from West Virginia. We spent several of my childhood summer vacations visiting battlefields, both north and south. Apparently, my mother had uttered her summation of the Civil War at other battlefields. At Vicksburg, however, my father's patience must have met its limit. He responded to her by saying, "If you say that one more time, you are walking home to Akron." I spent the rest of that vacation terrified that she would be hitchhiking north. My maternal grandfather, Ralph Franklin Turner, was born on a small farm in Cabbarus County, North Carolina in 1895; he was the youngest of ten children. After serving in France during World War I and returning home, he received a letter from an army buddy informing him that John Seiberling of Goodyear Tire and Rubber was giving preferential hiring treatment to the "boys" who had served. The opportunity of a good paying job not related to farming must have been a great incentive to my grandfather because he took the train to Akron in 1919 and was hired. He returned to North Carolina to marry his sweetheart,

Lollie Dunlap, a schoolteacher from nearby Anson County. They moved to Akron where they would spend the rest of their lives.

My mother, however, was not to be a "Yankee child". She was born in 1924, at her maternal grandmother's home in western North Carolina where she spent many of her childhood summers sitting on her grandmother's front porch doing needlework and wearing shoes. Other children got to play while running around barefooted—a subtle statement of how her maternal family still viewed their social status. Long after my parents had both died, I became increasingly curious about my mother's announcement on that long ago summer afternoon and why she so staunchly stood by it. The process of finding and researching several of the men in her family who had fought for the Confederacy was fascinating. After a great deal of thought, I finally concluded that the leading contender for her attitude was her paternal great-grandfather, John Smith Turner. John Smith Turner was born in New Ashford, Massachusetts, in 1806. He was a fifth generation American and a descendant of an American Revolutionary War veteran. For economic reasons, he followed his older brother, Seneca, to western North Carolina as new lands were opened to settlement. In 1831, while underway, he "married south" in Fluvanna County, Virginia before settling in Cabarrus County near his brother, Seneca, and his North Carolina bride. Both John and Seneca were farmers.

In the 1850s, John Smith Turner increased the value of his real estate by tenfold. By 1860, with nine children, his real estate was valued at $3,000.00 and his personal property at $985.00. He owned no slaves. In February 1861, a vote on the issue of Succession was held in North Carolina. Partially because of Unionist sentiment, especially in the western part of the state, the voters decided (though with a slim margin) not to join the Confederacy. However, in response to President Abraham Lincoln's call on April 15 for 75,000 volunteers from all Union states, views shifted. North Carolina seceded on May 21, 1861. During the War of Northern Aggression, North Carolina would contribute a substantial number of soldiers as well as war material to the Confederacy. The Confederate Congress of North Carolina called for two Conscription Acts, the second in 1863, raising the draft age to 45. Yet despite his being well over the age of 45 and already having two sons serving in the war (one of whom would die from wounds received in action on June 31, 1864), John Smith Turner volunteered as a private for the 4th Cavalry Regiment of the 59th North Carolina Regiment, Muster Company E, on March 15, 1863. He was 56 years old. The 4th Cavalry was attached to Brigadier General Beverly Robertson's Virginia Brigade when it received orders on June 1, 1863, to join the Army of Northern Virginia under Major General J.E.B. Stuart. John Smith Turner served in several notable battles and engagements including Culpeper Court House (June 1-9); Brandy Station (June 9); Aldie (June 17); and Upperville (June 21) where fighting was often hand to hand with severe losses particularly to Brigadier General Beverly Robertson's Brigade. On June 30, the 4th Cavalry reached Hagerstown, Maryland, then Chambersburg, Pennsylvania, on July 1, and finally Gettysburg, Pennsylvania, on July 3. During a raging thunderstorm in the early morning hours of July 4, 1863, General Robert E. Lee ordered the withdrawal of the Confederate Army from Gettysburg to Williamsport, Maryland and the Potomac River into Virginia. This included not only all the remaining troops, but the wounded, all ordinance as well as cattle and supplies. To cross the intervening South Mountain, the retreat would take two routes, one the through the Cashtown Gap and the other through the Monterey Pass. The Monterey Pass was the route used by most of the retreating Confederate army. It was under the command of General William E. "Grumble" Jones who volunteered to escort General Richard Ewell's wagon train to Williamsport. Assigned to Jones's command was General Beverly Robertson's brigade with the 4th North Carolina Cavalry which was directed to follow and guard the almost twenty mile long wagon train.

Monterey Pass was an old and well-known road through South Mountain. It was also the shortest and the most direct to the safety of the Potomac River. However, it was intersected by three major roads. Probably the most significant was the Emmitsburg and Waynesboro Turnpike that met at the Monterey Tollgate. During the afternoon of the July 4, Federal General Judson Kilpatrick's cavalry division arrived at Emmitsburg, Maryland seven miles east of Monterry Pass. Under him were General George Custer and

Colonel Nathaniel Richardson. Their orders were to attack the withdrawing wagon train and prevent as many soldiers and supplies as possible from reaching the Potomac River. Toward evening, a local farmer named Charles H. Buhrman learned about the retreating Confederate Army at Monterey Pass. He rode to Emmitsburg looking for Federal soldiers to pass on his information; he encountered an advance of General Custer's brigade. At dusk General Custer was at the base of the South Mountain. For several hours, in the rain and darkness, the two forces engaged in chaotic fighting. It was said that at times the soldiers could only tell where the enemy was by the flashes from the muzzles of their guns and cannons and by the lightning. By the end of the Battle of Monterey Pass early on July 5, it was estimated that about nine miles of wagons were in Northern hands or destroyed. In addition, approximately 1,300 Confederate soldiers were captured, and several dozen others were wounded or killed. One of those captured was my great-great grandfather, John Smith Turner. John Smith Turner was processed as a prisoner of war in Baltimore on July 5 and sent to Fort Delaware Civil War Prison on Pea Patch Island on July 7, 1863. The commandant was General Albin F. Schoepf, known as "General Terror" by the Confederates. Although the fort could handle the initial prisoners, conditions rapidly deteriorated when captured Confederate soldiers arrived by the thousands after the Battle of Gettysburg. Scurvy, smallpox, measles, diarrhea, and dysentery were widely prevalent, leading to the deaths of more than 3,000 prisoners of war. John Smith Turner died on October 21, 1863, of "disease" at Fort Delaware at the age of 57. He was buried in an unmarked mass grave at Finns Port Cemetery in New Jersey where he remains today. John Smith Turner's ninth and youngest child, Daniel Webster Turner, my mother's paternal grandfather, was ten years old when his father died. Moreover, his mother, Lavinia Flanagan Turner, died on September 25, 1865, when Daniel was twelve years old. He spent the rest of his formative years living with an older brother and his wife.

Even with an understanding of John Smith Turner's life, there are no specific clues as to why my mother seemed to so strongly believe that the Yankees had cheated. However, maybe there are some hints. Daniel Webster Turner, my mother's grandfather and the son of John Smith Turner, died when my mother was four years old. Obviously, she would not have known her grandfather well. But during her childhood years, spending summers at her North Carolina grandmother's home, she would have come into contact with many aunts and uncles as well as older cousins who might have known both John Smith Turner and his wife as well as Daniel Webster Turner and his wife. Did my mother's extended family somehow believe that the treatment that John Smith Turner and the other Confederate prisoners received at Fort Delaware was "cheating" and they had not died a fair death? Did my mother see the Confederate graves at Vicksburg as an emotional extension of this "unfairness" that her relatives most likely talked about? When John Smith Turner joined the 4th Cavalry Regiment in March 1863, the Confederacy was still buoyed by a spectacular victory at Fredericksburg. The Confederate strategy for gaining its independence was to fight a defensive war—with heavy casualties—resulting in wearing down the Union's resolve. Thus, it may have seemed to many Southerners at the time when John Smith Turner joined the war effort that public opinion in the North would turn against the war and the North would sue for peace. With the double loss of Gettysburg and Vicksburg in July 1863, however, was the conclusion that could have been drawn changed to a view that the North had somehow "cheated"? Finally, my mother would most like to have been very familiar with the Lost Cause narrative, a romanticized version of the Civil War, created by the white Southerners soon after the Civil War to reinterpret the War's causes and outcomes. It was again very prevalent in the late nineteenth and early twentieth centuries as the veterans of the War of Northern Aggression were aging and dying. It might well have been a familiar refrain to my mother while sitting on her grandmother's North Carolina porch. It certainly would have framed the loss of John Smith Turner and the life of his son, Daniel Webster Turner, my mother's grandfather and, perhaps, her own father's.

But what do I believe might have been the true reason for my mother's statement at Vicksburg? She was out to get my father's goat! And with his response she certainly did. The South had defeated the North at Vicksburg.

CSS Albemarle

## *"A More Gallant Thing Was Not Done"*

By Al Fonner

As the Civil War raged into 1864, the North had largely isolated the South from trade through its blockade of Southern ports. However, in North Carolina's Albemarle Sound, a situation developed on April 19 that challenged the North's stranglehold on the Confederacy. A Confederate ironclad made its maiden voyage from a berth on the Roanoke River to assist in the recapture of Plymouth; NC., sinking the side-wheeler, *USS Southfield*. Later, on May 5, this same ironclad, whom the Confederates had christened the *Albemarle*, made its way into Albemarle Sound where it fought seven Northern steamers to a draw. In this engagement, the *USS Sassacus* rammed the *Albemarle* but did little damage. The *Sassacus*, however, sank after her starboard boiler exploded because of a well-placed 100-lb shot from the *Albemarle*. Having fought the Union ships to a standstill, the Albemarle withdrew back up the Roanoke to Plymouth where the deep-drafted Northern steamers could not follow.

The *Albemarle* was the brainchild of a young, 19-year-old Confederate boatbuilder named Gibert Elliot. Elliot, along with his partner, William Martin, were awarded a contract by the Confederate Navy in early 1863 to construct two ironclads, one on the Roanoke River and the other on the Tar River. The Tar River works, however, were destroyed before construction made much progress. The Roanoke ironclad, though, would be completed in an improvised shipyard located in a cornfield upriver near Edward's Ferry, NC. The *Albemarle* was commissioned on April 17, 1864. She was 158 feet long with a 35.4-foot beam and a 9-foot draft, enabling her to navigate the Roanoke all the way to Albemarle Sound. Her casemate was

octagonal shaped with sides covered by 4-inch iron plate angled at 30 degrees. Her waterline was reinforced with a 2-inch iron band, and a 4-foot oak ram covered with four-inch iron plate protruded from her bow. The casemate housed two centerline-mounted 6.4-inch Brooke rifles, one orientated forward and the other aft. Each gun rotated 180 degrees, allowing fire from a single gun forward and aft, or a two-gun broadside to either side. The gunports were shielded by iron shutters that could be closed in the heat of battle. Propulsion was provided by two boilers that supplied two steam engines, each turning one propeller. The *Albemarle* could make a maximum of four knots.

The Union authorities had good reason to be concerned. The *Albemarle* was well armed, and its iron plated sides and waterline were impervious to Union guns. "The guns might as well have fired blank cartridges, for the shot skimmed off into the air… even the 100-pound solid shot from the pivot rifle glanced from the sloping roof…." Holden (page 1184) further wrote that, even with the 9-inch Dahlgrens depressed to strike the *Albemarle* at a right angle, solid shot would "bound from the roof into the air like marbles. Fragments even of our 100-pound rifle-shots… came back on our own decks." The North had no ironclad capable of crossing over the Hattaras Bar and challenge the *Albemarle*.

The *Albemarle* had been victorious, but flaws in her design also became apparent. Following the actions of April 19 and May 5, the *Albemarle*'s commander, Capt. James Cooke, wrote to the Confederacy's Secretary of the Navy, Stephen G. Mallory, about these issues. Cooke stated that the *Albermarle* "…draws too much water to navigate the sound well and has not sufficient buoyancy…. She is very slow and not easily managed." (Malanowski, page 177) The *Sassacus* became stuck on the *Albemarle's* afterdeck after ramming her, pushing the ironclad ram several feet into the river. Water rushed into the *Albermarle*'s open starboard gunport until she was freed from the *Sassacus*. Additionally, the *Albemarle*'s unarmored smokestack became so rattled with holes that it became nearly impossible to maintain pressure in the boilers; as she retreated back up the Roanoke, the *Albemarle*'s crew threw "bacon, lard and butter into the boiler to generate steam." (Malanowski, page 175)

In September 1864, with the *Albemarle* threatening the Union blockade, Rear Admiral S. P. Lee, commander of the North Atlantic Squadron, called on Lieutenant William B. Cushing (pictured), a brash, young naval officer, to eliminate this challenge. Cushing had either been expelled from the Naval Academy due to disciplinary issues or resigned voluntarily in March 1861, depending on whose account you believe. Either way, Cushing would later be redeemed after Secretary of the Navy Gideon Welles met with Cushing, reinstating him as an acting Master's Mate aboard the screw frigate *Minnesota*. Cushing would later gain renown for leading numerous raids into Confederate territory, as well as distinguished performance of his assigned shipboard duties; but those exploits are another story.

Cushing presented two plans to deal with the *Albemarle* to Admiral Lee. The first was to move on the *Albemarle* with a hundred men carrying inflated India-rubber boats through the adjacent, thick swamp. The boats would be launched within a few hundred yards of the *Albemarle* to carry the men for their final approach to seize the ship. The second plan, and Cushing's preferred, was to attack the *Albemarle* with two small low-pressure steamers, each

armed with a howitzer and a torpedo. If the first steamer was not successful in sinking the *Albemarle*, then the second steamer would try to sink the ironclad. Admiral Lee agreed that the second plan was preferred and ordered Cushing to Washington where he presented the plan to the Assistant Secretary of the Navy, Gustavus V. Fox. While Fox doubted the efficacy of Cushing's proposal, he nevertheless directed Cushing to obtain the necessary steamers and equipment in New York.

Cushing purchased two picket boats in New York. The boats were 45 to 47 feet long, with a beam of 9.5 feet and a 40-to-42-inch draught. Each boat was powered by a small steam engine attached to a screw propeller. A 12-pounder howitzer was mounted to each boat's bow. Additionally, each was outfitted with a 14-foot boom with a torpedo fitted to the boom's end. On September 22, Cushing sent the boats to North Carolina under the command of Ensigns William Howorth and Andrew Stockholm. The two ensigns headed South from New York via the various canals and waterways to Maryland's southern tip. There, Stockholm's boat developed engine trouble; he took refuge for the night at Reason Creek in Wicomico Bay while Howorth continued the journey to Norfolk. Stockholm and his men, however, were taken prisoner by a Confederate home guard unit; and their boat was burned.

Cushing arrived in Hampton Roads on October 10 and found to his dismay that one of his boats had been lost. Cushing later wrote, "This was a misfortune and I never understood how so stupid a thing occurred." (Malanowski, page 184) Cushing's opinion of Stockholm was less forgiving: "I am pleased to know that he was taken prisoner. I trust that his bed was not of down, nor his food that of princes while in rebel hands." (Malanowski, page 184) In his own defense, Stockholm said that he had believed he was hiding in the Patuxent River in Maryland where he was safe from Confederate patrols.

Cushing also had a new, less supportive commanding officer, Admiral David Dixon Porter. Porter was not impressed with Cushing, thinking that the young officer was a gambler whose success had been primarily due to luck. Porter also was not happy about the loss of one of Cushing's picket boats; so upset was Porter that he had Cushing search for the missing picket boat for several days before giving permission to go ahead with the one remaining. Of the mission's merits, Porter wrote to M. H. Macomb, who commanded the North Carolina Sounds squadron, "I have no great confidence in his success… but you will afford him all the assistance in your power, and keep boats ready to pick him up in case of failure." (Malanowski, page 185)

With permission to go ahead with his mission, Cushing took the remaining picket boat from Norfolk to the Albemarle Sound. He arrived at Roanoke Island where he learned that the plan to attack the *Albemarle* had been compromised. The report, though, showed that much of what the Confederates had learned was inaccurate. Despite the errors, Cushing feared that the element of surprise was lost. He asked Macomb to help recruit a few more men to add to his existing crew of six besides himself. After the call went out, seven additional men joined Cushing's crew.

While in Roanoke, Ensign Rudolph Sommers of the *Otsego* briefed Cushing. Sommers had recently reconnoitered the *Albemarle*. He reported that the ironclad was moored at Plymouth, eight miles up the river; about 4,000 Confederates were encamped in and around the

town; and a picket had been established about a mile down river from Plymouth on the sunken *Southfield*'s hurricane deck, which still protruded above the water.

Around 9 p.m. on October 26, Cushing and his crew set out in their picket boat towards the Roanoke River and Plymouth where the *Albemarle* lay. The tide flowed counter to their direction, slowing their progress. Near the river's mouth, the they ran aground but managed to free the boat by around 2 a.m. They proceeded a little further into the river before encountering Union pickets who stopped them. Realizing that the boat's steam engine was too noisy to evade Confederate pickets, Cushing called off the mission.

On October 27, fleet carpenters constructed a wooden box enclosing the steam engine to muffle its sound. While the carpenters were working, Cushing and Howorth questioned three escaped slaves who had been picked up by the fleet. The escaped slaves reported that, besides the picket on the sunken *Southfield*, the Confederates had anchored a schooner nearby with a compliment of 25 men and armed with a cannon and signal rockets. This added information complicated an already impossible plan; but, as Cushing wrote, "Impossibilities are for the timid: we determined to overcome all obstacles." [Cushing (1887), page 1196)

Cushing and his party, now 14 strong, set off again to attack the *Albemarle* that night, October 27, at around 8:30 p.m. This time, they had a launch with another 12 to 15 volunteers from the *Shamrock* in tow. The towed launch would be cast off to deal with the *Southfield*'s wreck and the nearby schooner if Cushing and his party were hailed. To the mission's good fortune, however, they passed within 20 yards of the *Southfield* and the schooner at about 2:30 a.m. without being detected.

With almost 30 men at his command now, Cushing wondered if they could not board and capture the *Albemarle*; they would have the element of surprise, after all. His men could easily overwhelm the topside guards and take the sleeping crew by surprise, all while cutting the ironclad from her mooring. They could fire up the boilers and steam down the Roanoke, or be carried by the current, to the Union fleet. Cocooned within the *Albemarle*'s iron, they would be impervious to any Confederate cannon or rifle fire. Capturing the ironclad was Cushing's preference, subject to wherever events led him.

Five minutes after passing the *Southfield*, they rounded a bend in the river and the lights of Plymouth became visible. Then, the silhouette of the *Albemarle* rose out of the darkness. Intent now to capture the ironclad ram, Cushing resolved to keep the launch in tow as he made for the wharf. Before they got near the wharf, however, an alert sentry called out to them, followed by erupting gunfire. Cushing realized that the opportunity had been lost. He ordered that the launch be cast off and that they make for the schooner to neutralize that threat. Then, he ordered his boat ahead fast while the water around them was peppered with bullets.

Suddenly, a large signal fire on shore blazed to life; and Cushing now saw that the Confederates had surrounded the *Albemarle* with a barrier of floating logs, chained together, about 30 feet out from vessel. Cushing ran his picket boat along the log barrier, looking for a weakness. Then, he turned the picket boat out to about a hundred yards from the ironclad. As the picket boat turned away from the *Albemarle*, Cushing had the back of his coat tattered by buckshot. He turned the picket boat again toward the ironclad and ordered ahead full, hoping that

his picket boat could slide over the moss-covered, slimy logs. The picket boat ran full speed into the log barrier, slid up onto a log, and got stuck halfway across. Cushing ordered the torpedo boom lowered into the water as the boat's momentum carried it forward. The *Albemarle*'s commander, Captain Alexander F. Warley, hailed Cushing from the *Albemarle*'s casemate during a lull in the action, demanding to know what boat it was. Cushing replied, "We'll soon let you know," (Malanowski, page 192) followed by a load of cannister from the picket boat's howitzer, clearing the ironclad's deck.

With Cushing's picket boat now motionless and within 15 feet of the *Albemarle*, the race was on. Cushing's boat faced one of the ironclad's guns visible through an open gunport. Cushing could hear orders being shouted from within the casemate. The picket boat's forward momentum carried the torpedo underneath the ironclad's overhang. Hearing Warley's orders to depress the gun, Cushing released the torpedo and pulled the trigger cord to fire the torpedo just as the *Albemarle*'s gun discharged a load of cannister. The *Albermarle*'s shot ranged high, blowing the caps off several of Cushing's men but not killing anyone. The picket boat was violently rocked by the torpedo's explosion, and water rushed in disabling it. Aboard the *Albemarle*, the ship's carpenter informed Warley that the torpedo created "…a hole in her bottom big enough to drive a wagon in." (Warley, page 1206)

LIEUT. CUSHING'S TORPEDO BOAT SINKING THE ALBEMARLE ON ROANOKE RIVER, N. C.

Warley twice called for Cushing and his men to surrender; twice Cushing refused. Cushing ordered his men to save themselves. He shed his coat, sword, revolver, and shoes, and dove into the frigid river. Cushing did not know how many of his men followed him or how many remained in the boat. As he neared opposite shore, he encountered one of his men, a fireman named Samuel Higgins, who "… gave a great gurgling yell and went down." [Cushing (1887), page1200)] With one Rebel boat nearing his location and hearing his own name mentioned, Cushing went further downstream to attempt a landing. As he swam, Cushing heard a groan in the river behind him; so, he turned to give aid despite his weariness. The man in distress was Acting Master's Mate John Woodman who was unable to swim any further. Cushing held onto Woodman as they struggled together. Woodman's strength gave out ten minutes later and he sank to the bottom.

Cushing reached the shore about a half mile below Plymouth. He was too exhausted to crawl onto dry land; so, he lay in the watery mud. Just after daybreak, Cushing crept into the swamp. He hid near a trail as two Confederate officers approached. From their conversation, he learned that the *Albemarle* now rested at the bottom of the river. He traveled further through the swamp where, several hours later, he encountered a black man. He gave the man twenty dollars from his wallet that was miraculously still in his pocket and sent the man to learn news of the *Albemarle*. The man returned a short time later and confirmed that the ironclad was indeed sunk. Cushing continued his escape through the swamp, avoiding patrols and sentries.

Around 2:00 p.m., Cushing came across a road through the swamp, which encouraged him because he no longer had to skulk barefooted through swamp's thorny underbrush. The road led him to a picket of about seven men who had a small flat-bottomed skiff tied up to a nearby cypress tree. When the sentries went back from the river several yards to eat, Cushing crept into the water and, keeping the big cypress between himself and the men, he undid the skiff and floated it about thirty yards downriver around a bend. He got in and began to paddle like a madman.

Cushing paddled the skiff until around 11:00 p.m., his body totally exhausted, before he came within sight of a Union fleet picket vessels. Cushing hailed the ship with great effort before collapsing in the skiff's watery bottom. The crew of the picket vessel, the *Valley City*, were hesitant to pick up Cushing, believing that he had been killed and they suspected that the hail was a trap. After some time, Acting Ensign Milton Webster was sent to investigate. Webster found an unconscious officer, muddy and bleeding lying in the bottom of the skiff. Webster retrieved the limp body from the skiff and hauled it onto the *Valley City*. Malanowski (page 197) described the exchange that occurred after Cushing was rescued:

> Acting Master J. A. J. Brooks, commanding officer of the *Valley City*, came closer. "My God, Cushing," he said, "is that you?"
>
> Cushing nodded. "It is I."
>
> "Is it done?"
>
> "It is done."

The news of Cushing's return and his report of the sinking of the *Albemarle*, was received with cheers and rockets. After some brandy and water, Cushing reported to the squadron's flagship, the *Shamrock*, to make a full report to Admiral Macomb. With the *Albemarle* no longer a threat, Plymouth was taken by Federal forces on October 31.

The sinking of the Albemarle was one of the great accounts of bravery, cunning, and, perhaps, luck in U.S. Naval history. Of the fifteen men in Cushing's boat, only two died of drowning. Besides Cushing, one other of his crew escaped, Seaman William Hoftman. The other eleven were captured. In his report of October 30 to Admiral Porter, Cushing praised Howorth for his bravery and Acting Third Assistant Engineer William Stotesbury who, "…being for the first time under fire, handled his engine promptly and with coolness." [Cushing (October 30, 1864). Cushing himself was promoted and received a $50,000 reward. Admiral Porter issued General Order No. 34, recognizing Cushing for his "heroic enterprise seldom equaled and never excelled…. The spirit evinced by this officer is what I wish to see pervading this squadron."

(Malanowski, page 199) As for the action that sank the *Albemarle*, her commanding officer, Capt. Warley, wrote, "… a more gallant thing was not done during the war." (Warley, page 1184)

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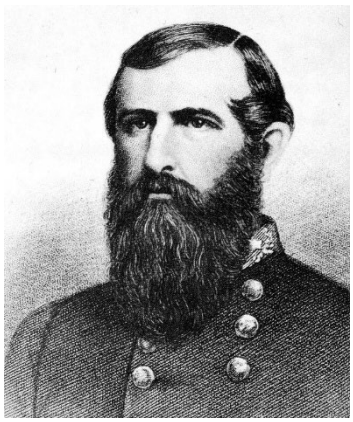
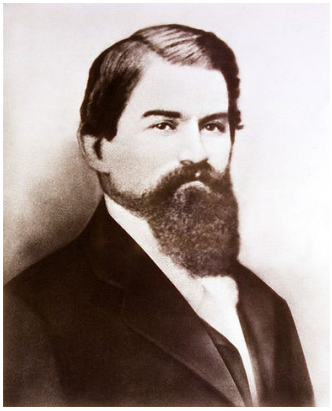
## *Pictures from Hale Farm and Village Event*

On August 9th and 10th, the CCWRT manned an information table at the Hale Farm and Village Civil War Weekend. Here are a couple photos from the event:


Two Presidents confer, Judge Charles L. Patton of the CCWRT and Abraham Lincoln. Mary Todd Lincoln And the CCWRT Information Table.





John C. Pemberton and John S. Pemberton

# *The Pemberton Who Succeeded*

By David A. Carrino

Raise a glass of the bubbly to toast the bubbly. However, this toast to the bubbly is not intended to be a toast to champagne, but a toast to a different bubbly, namely America's beverage, Coca-Cola, which was invented and first sold in 1886. After all, isn't it always a good time to toast "the real thing"? Another good reason to toast Coca-Cola is because there are some connections between Coca-Cola and Vicksburg, which is the site of the Roundtable's 2025 field trip.

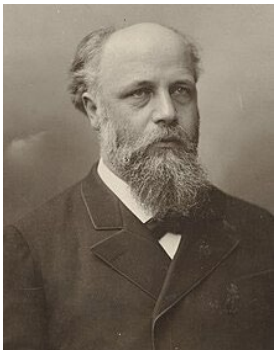
One of those connections is the inventor of Coca-Cola: John Pemberton. No, not that John Pemberton, the other John Pemberton. Coca-Cola was not invented by John Clifford Pemberton, the Confederate general who led the army that defended Vicksburg against Ulysses S. Grant and his army. Coca-Cola was invented by John Stith Pemberton. John S. Pemberton also served in the Confederate army, and John S. Pemberton was the nephew of John C. Pemberton. Perhaps if Unionists know that Coca-Cola was invented by a Confederate, they will be motivated to drink Pepsi-Cola. Nonetheless, it is easier to understand why John S. Pemberton served with the Confederacy than why his uncle did. At least John S. Pemberton was a Southerner, but John C. Pemberton was a Northerner who served with the Confederacy.

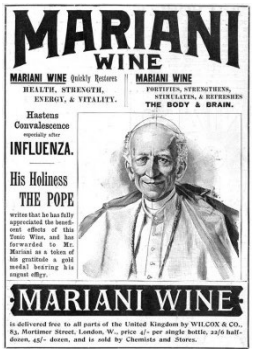
John S. Pemberton was born in Knoxville, Georgia on July 8, 1831. When Pemberton was a young child, his family moved to Rome, Georgia, where he grew up. He was educated in medicine and pharmacy, and in 1850, when he was 19, he was licensed to practice a type of medicine that was based on herbal remedies. Pemberton married Ann Lewis in 1853, and he and Ann moved to Columbus, Georgia in 1855, where Pemberton established a drug business and practiced as a druggist. In 1862 Pemberton enlisted in the Confederate army as a first lieutenant and organized a cavalry unit which operated primarily in the protection of the locale around Columbus. He was almost killed in April 1865 during fighting around Columbus. Had Pemberton died, his death prior to inventing Coca-Cola most likely would have had a significant future beneficial effect on sales of Pepsi-Cola.

After the Civil War, Pemberton returned to his profession in pharmacy and to the analytical and manufacturing company that he had founded in 1860, where his laboratories were considered state of the art. For example, Pemberton developed a laboratory for the testing of soil and crop chemicals, and this facility still operates as part of the Georgia Department of Agriculture. In 1869, Pemberton moved his

company to Atlanta, and this move later proved to be instrumental in the invention of Coca-Cola.

Pemberton's obsession was to invent a tonic for use in the home, since such concoctions were in demand at that time. Another and personal motivation for developing a tonic was to provide a substitute for the morphine he was taking to ease the pain from his near-fatal Civil War wound. Initially he developed Pemberton's French Wine Coca, which was a plagiarism of Vin Mariani. Vin Mariani was developed by Corsican chemist Angelo Mariani and was in essence coca leaves extracted in wine. The wine extracted the cocaine from the coca leaves, and the user consumed a mixture of alcohol and cocaine. Pemberton acknowledged that Mariani's recipe was the basis of his formulation and indicated that his formulation also included an extract of kola nuts.





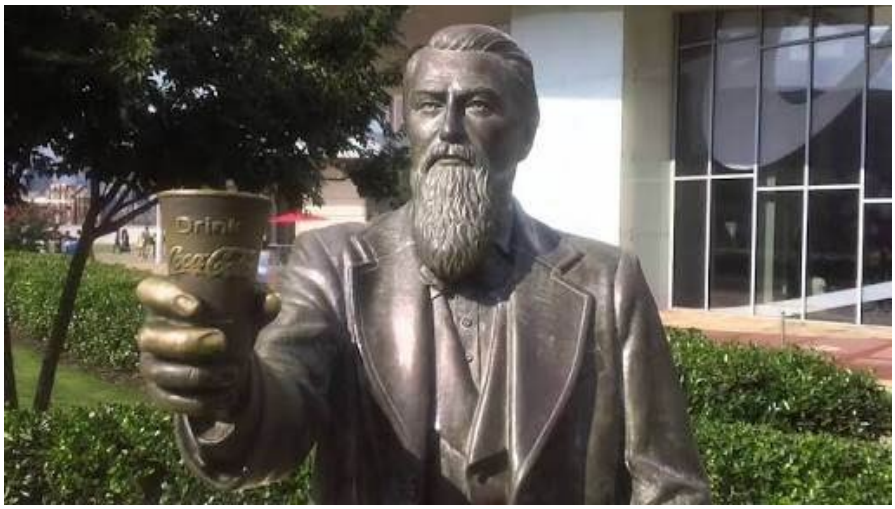

Angelo Mariani and Mariani Wine ad featuring Pope Leo XIII

Vin Mariani was quite popular, and its popularity even extended to the Vatican, where Pope Leo XIII reputedly consumed Vin Mariani "to fortify himself in those moments when prayer was insufficient." As an aside, the recently installed Pope Leo XIV acknowledged that he chose the papal name Leo because of his desire to follow the example of Pope Leo XIII's devotion to social morality and to helping the downtrodden. Hopefully, Pope Leo XIV's emulation of Pope Leo XIII will not include cocaine use. In another connection between Vicksburg and Coca-Cola (or more precisely between Vicksburg and Coca-Cola's predecessor, Pemberton's French Wine Coca), Ulysses Grant, the Union general who commanded the army that captured Vicksburg, drank Vin Mariani to help him deal with the illness that afflicted him while he wrote his *Memoirs*.

After Pemberton developed French Wine Coca, Atlanta introduced prohibition in 1886. As a result, Pemberton's beverage became illegal, not because of the cocaine, but because of the alcohol. Since he could no longer sell his French Wine Coca, Pemberton set about developing a new concoction that lacked alcohol. After numerous attempts that were either too bitter or too sweet, Pemberton arrived at a formulation that met his satisfaction. In May 1886 he sent a batch to Jacobs' Pharmacy where Willis Venable, who manned the soda fountain, added carbonated water to the syrup and served it to some customers, who pronounced it excellent. It is an urban legend that the addition of carbonated water was an accident. From the beginning the plan was to mix the syrup with cold carbonated water to make the concoction more flavorful. The syrup was sent to the soda fountain because there was no carbonated water in Pemberton's laboratory.

Pemberton's bookkeeper, Frank Robinson, suggested the name Coca-Cola to reflect the two main ingredients in the concoction: coca leaves and kola nuts. Robinson also designed the eminently familiar flowing script logo. Eventually the beverage was sold in soda fountains across the U.S. In the summer of

1894 Coca-Cola was first bottled by Joe Biedenharn in Vicksburg, Mississippi, the city that John C. Pemberton was unable to protect from Ulysses S. Grant during the Civil War. Biedenharn bottled Coca-Cola because the beverage had become very popular, and this provided another way to sell it. Thus, the location of the first bottling of John S. Pemberton's beverage is another connection between Coca-Cola and Vicksburg.



Statue of John S. Pemberton

The year after his invention of Coca-Cola, Pemberton was forced to sell two-thirds interest in his company. Later that year he sold his formula to druggist Asa Candler for $2,300, although the conditions by which Candler obtained controlling interest are murky. It was Candler who oversaw the explosion in popularity of the beverage, and when Candler sold the company in 1919 it was valued at $25 million (over $450 million in 2025 dollars). Pemberton died on August 16, 1888, having never benefitted from the immense profits that accrued from the sale of his invention. At the time of his death, he was greatly loved and respected in Atlanta, but he was also broke. Pemberton's only child, son Charles, died in 1893 at the age of 34 of a morphine overdose. Despite the vast fortunes that were made from Pemberton's invention, his wife, Ann, died a pauper in 1909. The great tragedy of Coca-Cola is that its inventor and his family never shared in the enormous wealth that that invention generated.

Of the two John Pembertons (John C. and John S.), John C. is definitely more widely known, particularly among Civil War enthusiasts. But John C. Pemberton's most well-known legacy is one of the most devastating defeats in the cause that he fought for. In contrast, although John S. Pemberton's life certainly took a tragic turn, his greatest legacy is an achievement of undeniably historic proportions. Through relentless perseverance and focused ingenuity, he brought into existence an invention that has become an intrinsic and globally recognizable part of contemporary society. John S. Pemberton's legacy exists throughout the world, but few people realize that it is his legacy. While his place in history is assured, his place in history is hardly known. So raise a glass of the bubbly to John S. Pemberton, the Pemberton who succeeded in his task.

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# *I Scream, You Scream, We All Scream for Ice Cream*

By Brian D. Kowell ©May 2025

Summertime and the living is easy. One of the simplest joys on a hot summer day is a dish or scoop of ice cream.

In Eric Wittenberg's latest book, *The Johnson-Gilmore Cavalry Raid Around Baltimore, July 10-14, 1864*, the noted cavalry historian writes about an unique experience for the Confederate cavalry passing by Ownings' Mill, Maryland.

The town of Owen's Mill is located northwest of Baltimore. In Revolutionary War days, Samuel Owing Jr. owned three mills in Baltimore County and built a family manor named *Ulm,* around which the town of Owings Mill developed. He eventually sold *Ulm* and a mill to Milton Painter.[1]

Milton Painter, besides his mill, was known for making ice cream. He had been taught this mass production process from Jacob Fussell, a milkman originally from Seven Valley, Pennsylvania, who moved to Baltimore in 1854 and operated the first mechanized ice cream factory. Baltimore is considered the birthplace of American ice cream and Fussell the father of American Ice Cream Industry. Fussell was very generous with his knowledge and shared the process with many, including Milton Painter.[2]

In mid-July, 1864, Brig. Gen. Bradley T. Johnson, a native Marylander, was sent by Maj. Gen. Jubal Early to liberate the 15,000 Confederate prisoners incarcerated at Point Lookout prison at the southernmost tip of the confluence of the Potomac River and the Chesapeake Bay. His cavalry column of 1500 men had been marching east through the heat and dust under the July sun when they approached Painter's ice cream factory. Painter's workers were loading a train car with the frozen treat to be shipped to Baltimore.

"As rations were scare and issued with great irregularity, the ice cream was confiscated and issued to the troops," recalled Johnson.[3]

Johnson's adjutant, Captain George W. Booth, was assumed at the sight and remembered:

> It was a most ludicrous sight to see the ice cream dished out into all conceivable receptacles, and the whole brigade engaged in feasting on this, to many, a novel luxury as the column moved along. The men carried it in hats, rubber blankets, in buckets and old tin cans – in fact, anything that would hold the cream was utilized. No spoons were at hand, but as fingers and hands were made before spoons, the natural and primary organs were brought into play. A number of the men from southwest Virginia were not familiar with this delicious food, but were not slow in becoming acquainted with its enticing properties and expressing themselves as being very much satisfied with the "frozen vittles" as they termed it.[4]

One cavalryman and his friends took a ten-gallon freezer of ice cream and were seen sharing an ice cream breakfast. Other soldiers called the ice cream "frozen mush." Others found the confection too cold and put it in their canteens to melt. As Eric Wittenberg mused: "One can only imagine the expressions on the faces of these cavalrymen as they experienced 'brain freeze' for the first time."[5]

There must have been many smiling faces in Johnson's Confederate ranks as the horsemen left the Painter ice cream factory and resumed their dusty march east on that hot July day in 1864.

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[1] https://www.baltimoremagazine.com/section/homegarden/revisionist-history/ Revisionist History - Baltimore Magazine

[2] https://preservationmaryland.org/history-of-ice-cream-in-baltimore-maryland/#:~:text=Some%20of%20that%20ice%20cream,of%20the%20Ice%20Cream%20Industry. Historic Foodways: Making Ice Cream in Maryland - Preservation Maryland ww.icecreamhistory.net

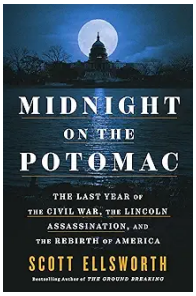
[3] Wittenberg, Eric J., *The Johnson-Gilmore Cavalry Raid Around Baltimore, July 10-13, 1864*, El Dorado Hills, California, Savas Beatie, 2025, pp. 74-75. Johnson, Bradley T., "My Ride Around Baltimore in Eighteen Hundred and Sixty-Four," *Southern Historical Society Papers,* vol. 30, Richmond, Va., Southern Historical Society, 1902, pp. 220.

[4] Wittenberg, *Johnson-Gilmore Cavalry Raid*, p. 74. Booth, George W., *Personal Reminiscences of a Maryland Soldier in the War Between the States, 1861-1865*, Baltimore, Md., Fleet. McGinley & Co., 1898, p.124

[5] Wittenberg, *Johnson-Gilmore Cavalry Raid*, p. 74.

Note from the author: Ice cream or a similar frozen treat can be traced as far back as ancient Persia, Rome and China. The French and Italians in the 17th century had recipes for ice cream. Due to intense personal labor and lack of modern refrigeration, ice cream for years was a treat for the elite. It was enjoyed by such American luminaries as Benjamin Franklin and George Washington who spent $200 on ice cream ($3000 in today's prices) and had in his kitchen 10 ice cream pots, Thomas Jefferson had his own recipe for his favorite flavor ice cream – vanilla – and Dolly Madison served ice cream at her husband's, James Madison's, presidential inauguration. https:// www.icecream history.net "The History of Ice Cream" the International Dairy Foods Association https://www.idfa.org. According to Col. Walter H. Taylor, Gen. Robert E. Lee's Adjutant, in July 1864, a lady near Gen. Lee's camp sent Lee some ice cream. Taylor, *Lee's Adjutant: The Wartime Letters of Colonel Walter Heron Taylor*, ed., R. Lockwood Tower, Columbia, SC, 1995, p.74

# *BOOK REVIEWS*




Scott Ellsworth, *Midnight on the Potomac: The Last Year of the Civil War, the Lincoln Assassination, and the Rebirth of America* (Dutton, 2025).

Scott Ellsworth, who teaches at the University of Michigan, writes about the last year of the Civil War in three stages, beginning in the Spring of 1864 and the arrival of U.S. Grant in Washington City on March 8. He ends with Lincoln's body being transported to Springfield and the farewells along the reverse train route that he took in 1861 to assume the presidency. Over this period, Ellsworth includes the major battles beginning with the Wilderness in May 1864 and ending with Lee's surrender at Appomattox, although some are only mentioned briefly. He covers Lincoln's 1864 re-election campaign, and the Confederate plots against Lincoln culminating with his assassination by Booth. He begins by saying:

"This is a book about how we almost lost our country. For twelve precarious months in 1864 and 1865, the fate of the United State of America lay in the balance. Some of this story you may already know. Other parts will likely be new to you. They certainly were to me…Our story begins in Washington in the spring of 1864. The war is three years old. The curtain rises."

Ellsworth adheres to the argument that Booth was part of the conspiracy orchestrated by the Confederate Secret Service located in Canada. In the Notes (p. 283) to his chapter on Booth and the original effort to kidnap Lincoln, Ellsworth cites the 2012 research of our late Roundtable member John C. Fazio on Booth's connection to that Secret Service.

In an Afterward, Ellsworth recounts the Lost Cause mythology and the undoing of Reconstruction, the memorials to Lincoln, Martin Luther King, Jr.'s August, 1963 speech at the Lincoln Memorial, and in a Postscript describes his visit to Section 27 of Arlington National Cemetery, where some of the first Union dead were buried, as well as contrabands freed by the Union army.

Like me, many of you are probably familiar with most of what Ellsworth writes about. An exception is about the African-American minister and ex-slave Henry Highland Garnet and his address to Congress on February 12, 1865, calling for "a new kind of American nation in which the rights and privileges of democracy would be available to all" (p.184, Chapter 23)

In addition to recommending this book, I also highly recommend S. C. Gwynne's story of the final year of the Civil War. He too began his account with the arrival of Grant to assume command of the Union armies, followed by a series of vignettes beginning with the Fort Pillow massacre but mostly focused on the Eastern Theater. His excellent history ends (p. 324) with Clara Barton, whom he eulogized and profiled as the "Battlefield Angel", raising the American flag on August 17,1865 in the postwar at the site of the Andersonville, Georgia prison camp where she and associates had identified 12,461 dead Union soldiers buried there in a national cemetery (pp. 319-325).

References

S.C. Gwynne. *Hymns of the Republic: The Story of the Final Year of the American Civil War*. Scribner, 2019.

Author Series: S. C. Gwynne: Hymns of the Republic – Hudson, Ohio Library and Historical Society (October 16, 2020): https://www.youtube.com/watch?v=NcT-uuVqsQA

--Dennis Keating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