

Battle Cry

Founded 1961,
Newsletter of the Sacramento Civil War Round Table
P.O. BOX 254702
Sacramento, CA 95865-4702
<http://sacramentocwrt.com/>



Volume 45, No. 9
September 2005

2005 SCWRT Officers:

Don Hayden, President
(916) 485-1246
djhbooklover@yahoo.com

Susan Williams Vice-
President
(916) 653-9557
swilliams@parks.ca.gov

Edie Keister, Secretary
(916) 725-1852

George Foxworth,
Treasurer
(916) 362-0178
gwoffoxworth@earthlink.net

Brad Schall (916) 408-
4482
Member-at-Large
dschall@starstream.net

Carol Breiter, (916) 729-7644
Member-at-Large
carolabreiter@aol.com

Bernardo Buenrostro,
Webmaster,
(916) 362-9837
bernxbb@ix.netcom.com

Jim Middleton,
9120 LaRiviera Dr.
Sacramento, CA 95826
(916) 363-8112
BattleCryEditor@sbcglobal.net

Battle Cry deadline is
1:00PM Wed. two weeks
before the regular
meeting. Items can be
given the editor by hand,
mail or e-mail.

President's Message:

John Nevins presented us with a painstakingly thorough analysis of the origin, financing, building, operation, personnel, and the ultimate mission of the CSS Hunley and its importance in the Civil War and the history of submarine warfare. The technology was clearly far ahead of its time especially learning that details may have been withheld from early twentieth century submarine designers. John's intimate knowledge and support of the Hunley project are greatly appreciated. Remember he needs volunteers for its return to Northern California. If interested call John at (916) 725-2891 or email at scss1co@pacbell.net. Thanks again, John, for an outstanding talk.

Fred Bohmfalk is setting up the final details on the planned October presentation of James I. "Bud" Robertson, Jr. to our group and others from Northern California. We have changed the date to Tuesday, October 18th, and in anticipation of much larger attendance, may need to schedule a larger meeting place, probably one without food service. I hope you will all plan to attend and encourage friends and relatives with Civil War interests to come as well. "Bud" Robertson is a nationally acknowledged premier Civil War expert, the author of over a dozen books, Alumni Distinguished Professor in History at Virginia Polytechnic Institute and State University, and has appeared regularly on Civil War Journal and A&E. It is an honor to host this gentleman's talk and to get to meet him. I trust we will welcome him with the well-known California hospitality.

On September 14th we're privileged to hear George Beitzel speak on *Lincoln at Fort Stevens and Presidential Military Experience*. Looking forward to it, George. See you all there. Join us early for dinner and camaraderie.

Regards,
Don Hayden

**NEXT MEETING!!! September 14th at 7:00PM
at the Hofbrau on the northeast corner of El
Camino & Watt Ave. Come early for dinner
and conversation.**

SEE UPCOMING PROGRAMS ON PAGE 3.

MINUTES
SACRAMENTO CIVIL WAR ROUND TABLE
AUGUST 10, 2005
HOF BRAU RESTAURANT 2500 WATT AVE, SACRAMENTO

Attendance-30

Members-27

Don Hayden President
Susan Williams, Vice President
George Foxworth, Treasurer
Edie Keister, Secretary
Ken Berna
Roy Bishop
Ardith Cnota
Mitchell Cnota
Lydia Donaldson
Bill Donaldson

Alan Geiken
Kyle Glasson
Ted Hansen
Dennis Kohlmann
Mary Lou Lentz
Ken Lentz
Sharon McGaughey
Leslie Michaels
Jim Middleton
Betty Mitchell

Maurice Mitchell
John Nevins
Ruben Orozco
Paul Ruud
Drew Van Winkle
Bob Williams
John Zasso
Guest-3
Irene Cole
Evan Cole
Henry Day

1. Meeting started at 7:00. Our guest were welcomed and introduced. West Coast Civil War conference in Clovis was discussed was discussed. Applications were available for those attending.
2. Member George Foxworth shared info on a new Civil War Round Table to be started October 1st in Pacific Grove. George will have more details to follow.
3. Letters from the school children attending the re-enactment at Gibson Ranch were brought to share with members "This day in Civil War History" was read.
4. Our fellow member John Nevins was our guest speaker. John is a re enactor and member of many Civil War organizations. He is a member of "Friends of the Hunley." He gave a fascinating talk on the CSS Hunley, with photos. He talked on it's construction, voyages, and the ultimate mystery of it's last mission. Thanks John!

Edie Keister
Secretary

Treasurer's Report

The cash balance following the August 10, 2005 meeting was \$1,330.39. Thanks to members and guests, the raffle brought in \$49.00.

George W. Foxworth, Treasurer

COMING PROGRAMS		
Month	Speaker	Topic
September	George Beitzel	Lincoln at Ft. Stevens and Presidential Military Exp.
October	"Bud" Robertson	Jackson and Lee
November	Ray Bisio	Meade at Gettysburg: Making Friends into Foes
December	Maurice Mitchell	Reconstruction

Bohemian Brigade Web site

A new web site, Bohemian Brigade, has recently come on line and covers a little known subject of the American Civil War. You can access the web site at www.bohemianbrigade.com, the information is interesting and should add to the Civil War buff knowledge of this great conflict.

"This website is dedicated and to honor one of the most famous Special Correspondent of the Harper's Weekly and the Correspondents/Artists of the infamous Bohemian Brigade of the 19th century and eye witnesses to the American Civil War. Amongst the ranks of Special Correspondents like brother William Waud, Winslow Homer, Theodore Davis, Robert Weir, Andrew McCallum, A.W. Warren, Thomas Nast and Edwin Forbes. Many and their newspapers called them the "Special Artists" or "The Specials" who braved the hazards of war to give a first hand accounts of the war between the states."

The web-site has special categories for you to click on; Alfred R. Waud, Bohemian Brigade, My Special Impressions, Fellow Bohemians, Bohemians Garb, Reporting the War, Bohemian Photo Symposium, Wide Awake news and the Funnies.

They have a section that invites you to join the group.

"Welcome to the esteem Fellow Bohemians Page Where we welcome with open arms all who want to follow in the footsteps of the brave men and women of the pen during the trying period of the American Civil War. We are a progressive band of reenactors who talk in first person and research our impression thoroughly. Email the Webmaster: **Michael Farnsley** - bohemianbrigade@mac.com along with your reports and sketches (if any) and we will review with enthusiasm. There is no membership fees, dues of any kind just power in the pen and good times in living history. Resources at bottom of page." **"COME JOIN THE DEADLINE"**

Submitted by Brad Schall

General Robert E. Lee to Address Civil War Roundtable at PGMNH



Local Civil War enthusiasts will present a free history roundtable at the Pacific Grove Museum of Natural History on Saturday, October 1, 2005. The program begins at 2:00 p.m. in the Museum's main exhibit room, where the exhibit *Pacific Grove: The Chautauqua Years* is on display (until October 8, 2005).

Robert E. Lee will be portrayed by Jim Marsh (shown in character at left), a Civil

War reenactor who has been portraying the General for several years. He will share insights into Lee's life, personality, and particularly medical problems which may have influenced some of his decisions at Gettysburg. He is a retired engineer, and lives in Alameda.

The event also includes a talk by **David Wear**, a member of the Sons of Union Veterans of the Civil War (SUVCW). Wear's lecture is entitled "**The Evolution of Infantry Tactics during the American Civil War: Evolution or Revolution.**" He holds three university degrees, among them a master's degree in war studies from King's College at the University of London, (England).

After these presentations, the audience will be invited to participate in questions & discussion.

The roundtable will be facilitated by Thomas Brown, the great grand nephew of Civil War Union General George Thomas. He has entertained audiences in numerous presentations as General Thomas and Confederate General John B. Hood at private and public events throughout Northern California and Nevada, where he shares first-person recollections of the Civil War. He is an active participant of the American Civil War Association and the SUVCW, and frequently appears at Civil War reenactments, parades, and other historical events. Brown is a successful painting contractor in Carmel and a graduate of Monterey Peninsula College. He is currently a master's degree candidate in history at San Jose State.

For more information about this roundtable, the *Chautauqua Years* exhibit, or other related programming, contact Museum Archivist Esther Trosow at (831) 648-5716, ext. 17, or e-mail archivist@pgmuseum.org

The Pacific Grove Museum of Natural History is located at Forest & Central avenues, and is open free to the public Tuesdays through Saturdays from 10:00 a.m. – 5:00 p.m. Call (831) 648-5716 for Museum information, or pgmuseum@mbay.net / www.pgmuseum.org

From the magazine North & South Vol 8 No 5

Between 1833 and 1861, 93.1 percent of the applicants to West Point were accepted as cadets, but 26.2 percent of those admitted would subsequently fail to graduate due to academic deficiencies--primarily in mathematics, science or engineering--while only 6.3 percent were expelled due to conduct. Just two cadets during the entire period were dropped by reason of failure in tactics.

In 1836 Cadet Lewis A. Armisted, who would die leading a brigade in Pickett's Charge at Gettysburg, was expelled from West Point for breaking a dinner plate over the head of Cadet Jubal A. Early, who eventually rose to command a corps in the Confederate army.

The Return of New Orleans to the Union

On 24 April 1862, Flag Officer David Farragut's fleet ran past Forts Jackson and St. Phillip, destroyed the defending Confederate flotilla below New Orleans, and the next day compelled the rebel forces to withdraw from the South's largest and wealthiest city. This return of New Orleans to the Union was accomplished much easier than anticipated. There were two reasons for this: 1) the expertise of the Union Navy under Farragut's command; and 2) the stupidity of the rebel political leadership in Richmond.

Aside from the blockade-running aspects, New Orleans represented a major political factor totally misunderstood by Jefferson Davis and people who should have known better. It was the largest city in the newly formed Confederacy; it was international; and it had strong ties to France. Thus, aside from any economic considerations, the safety of New Orleans would validate the Confederacy as being able to protect its own valuable real estate.

Additionally, J. Davis was so certain that any attack would come from upstream rather than from below the City, that he had removed essentially all of the locally recruited and well-trained regiments sending them "north" or to Virginia. This was done, notwithstanding strong cautions and objections from Generals Beauregard and Bragg, who were knowledgeable of the situation, but not then directly involved. The rebel attitude at the time was to fight like hell to protect such rural real estate as Pittsburg Landing, etc. while casually abandoning Memphis, Nashville and New Orleans after negligible resistance. Moreover, the rebel government had not instilled cooperative attitudes between the insurgent army and navy leadership, a fact that was very obvious at New Orleans.

Early Union plans calling for isolation of the Confederacy included seizing control of the Mississippi River. Union operations to do so upstream below Cairo, Illinois were in progress early on. One of the other options not understood by the rebel politicians was to enter the mouth of the Mississippi River, ascend to New Orleans and capture the City, closing off the entrance to rebel ships. In mid-January 1862, Flag-Officer David G. Farragut undertook this enterprise with his West Gulf Blockading Squadron. Farragut based his operations from Ship Island (see "Battle Cry" article of Feb. 2005), and on 8 April, he assembled 24 of his vessels and Comdr. David D. Porter's 19 mortar schooners near the Head of the Passes. There were then four entrances through the River Delta to the River known as "passes" ("Southwest", "South", "Southeast", and "Pass a l'Outre"). Once at the head of passes river navigation was effectively blocked, and the Port of New Orleans, the South's largest, which handled a gross shippage of \$500 million in 1860, was out of business. (And some continue today to say that the blockade was ineffective?)

Getting the larger ships over the sand bars at the passes offered a significant problem. The large steam Sloops of War, USS *Richmond*, *Brooklyn*, *Hartford* and *Pensacola*, and the huge side-wheeler *Mississippi*, each with drafts approaching 20 feet, had to literally be pulled and dragged through the mud by smaller ships acting in unison. Concurrently, US Major General Benjamin F. Butler had concentrated 15,000 men on Ship Island, preparing to occupy the City. The way to the City, some 75 miles upstream from Head of Passes was now "open", but it would not be "smooth" sailing. Forts Jackson and St. Phillip had to be passed. Additionally, The Confederates had obstructed the river in the vicinity of the Forts with sunken hulks and a chain stretched across the river. Plus there was an odd assortment of rebel river gunboats to deal with.

Also, the privately owned armored ram CSS *Manassas* had the potential to create problems for the wooden ship flotilla. And a threat from the unfinished rebel ironclad, CSS *Louisiana* was as yet unknown. Another threat to the wooded-hulled ships was from fire rafts the confederates had pre-positioned along the upstream route

The prime defenses of New Orleans were Fort Jackson and Fort St Philip, located on a bend across the river from one another. The Confederates considered them impregnable. Fort Jackson was a then state of the art masonry fort of the “Third System”, completed in 1832. It was of a pentagonal design with bastions and mounted 75 guns. Fort St. Phillip was an old Spanish fort that had been upgraded and supported some 42 guns. They were garrisoned by 1100 men, commanded by BG J. K. Duncan, a competent officer. The *Manassas* was a strange affair, looking like a half-submerged cigar. It had a small deck gun, but its main purpose was as a ram. The *Louisiana* was a 264-foot ironclad with a 62-foot beam, featuring 16 guns. It was incredibly poorly built out of green lumber with its engines not yet installed. It was towed into position and used as a floating battery, albeit totally ineffective. It fired only six shells.

On 18 April, Porter's 13-inch mortar schooners began shelling Fort Jackson, the closer and more powerful of the two forts. The next day a Confederate fire raft sank one of the schooners, but Porter repositioned some of his boats and continued to pulverize the fort. Two of Farragut's gunboats forced a break in the obstructions on the night of 20 April. Porter continued the bombardment for three days but was unable to silence Fort Jackson's guns.

On 24 April at 3:30 a. m. Farragut's warships began to steam through the breach. The *Hartford*, Farragut's flagship, ran aground in front of Fort St. Philip and was set ablaze by a fire raft, but the crew quickly put the fire out. Under heavy fire, fourteen warships steamed past the masonry forts and engaged the weak and uncoordinated Confederate flotilla. The Federals sank or captured thirteen enemy vessels, including the armored ram *Manassas*, while losing only the *Varuna*. This battle, followed by the destruction of the fleet at Memphis on 6 June, ended the Confederate naval threat on the Mississippi River, except for the brief career of the ironclad ram *Arkansas* in July 1862.

After Farragut's fleet passed the forts, Butler landed his troops at Quarantine, five miles north of Fort St. Philip. On the night of 27 April, the demoralized garrison of Fort Jackson mutinied, and half of the troops abandoned the fort. The next day the Confederates blew up the *Louisiana*, and General Duncan surrendered the two forts to Porter.

The actual surrender of the City by its civilian leaders was an amusing, although hectic and dangerous affair. The military commander MG Mansfield Lovell would simply pack up and, with his remaining 2700 troops, leave town. That's all he could do, and he did the right thing under the circumstances. (Only a couple of months earlier, he had been ordered by Davis to send 5000 troops to reinforce Columbus, Tennessee). Lovell was, of course, later blamed by Davis for the entire New Orleans debacle. The rebel navy Cmdr Mitchell at first attempted to save another ironclad under construction, the CSS *Mississippi*, by moving it upstream to Baton Rouge; but when that effort failed, he set it on fire, letting it drift downstream. Mitchell was also instrumental in destroying the *Louisiana* by fire, and he then effectively got lost in the crowd. The rebels might have fared better had the uncooperative Mitchell done the latter sooner.

Navy Secretary Welles' 20 January 1862 orders to Farragut said: “.....When the mortar vessels arrive, and you are completely ready, you will collect such vessels as

can be spared from the blockade and proceed up the Mississippi River and reduce the defenses which guard the approaches to New Orleans, when you will appear off that city and take possession of it under the guns of your squadron, and hoist the American flag thereon, keeping possession until troops can be sent you”. The Flag Officer met his order to the letter. Surprisingly, however, finding someone in authority who would officially surrender and raising the American flag proved to be a diplomatic challenge.

On 25 April 1862 at 1:00 p. m., Farragut’s squadron, having completed its memorable passage of Fort Jackson and St. Phillip and having rapidly silenced an 11-gun artillery battery near Chalmette, anchored in front of the City, probably centered about Canal Street. Thousands watched as the fleet band struck up the Star-Spangled Banner. Many cheered, but many did not. It was raining.

Captain Theodorous Bailey, being second in command claimed the privilege of carrying onshore the surrender demand. He and one other officer walked the short distance up Canal Street to the Custom House and City Hall followed by a nasty mob. Fortunately, they were met by Mayor John Monroe before harm was done. Herein began a series of “committee” meetings with the mayor, city council and General Lovell, who was still in town. The mayor said he could not legally surrender since the city was under martial law, and Lovell said he would not surrender since he was leaving town. As to the flags, the mayor said he would not lower them and in effect told Bailey to do it himself. The mayor asked for more time to consider the matter and was given until the next day. He and Lovell saw to it that Bailey was safely escorted back to the fleet. The next day brought nothing except a repetitive statement from the mayor.

Farragut had time on his side and wisely waited for the City to exhaust its anger. With the larger ships, he steamed twenty miles further up river to Carrollton, destroying batteries and capturing several small ships before returning to the City. On 28 April, he forcibly reopened negotiations with Mayor Monroe, suggesting that the women and children be evacuated prior to possible gunfire and/or breaking of the levees. The mayor countered by saying that since the Flag Officer had the ability to destroy the City, he certainly had the ability to remove the offensive flags, upon which Farragut assigned 250 marines to do just that. American flags were placed on the Custom House, Mint and the Post Office, but no flag was to be flown on the City Hall, since it was not a federal building.

On 29 April 1862, MG Ben Butler with his occupying force arrived in the City to become its military governor. Some say Butler was a more efficient negotiator and civil administrator than David Farragut, but that is another story.

Note:

Fort Jackson is owned and well maintained by Plaquemines Parish as an Historical Park, and is worth a visit. Fort St. Phillip is private property. It is reachable only by boat. Riverfront is visible, but the fort proper has been filled in and used for agricultural purposes.

References:

“Battles and Leaders”, Volume 2 Part 1

“ORN’s”, Volume 18

“ORA’s”, Volume 6

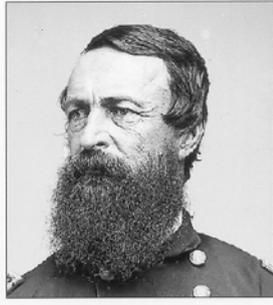
“The Capture of New Orleans, 1862”, by Chester Hearn, 1996

Bob Williams: 8-01-05

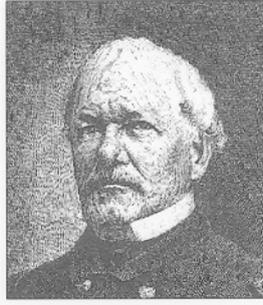
Illustrations for "The Return of New Orleans to the Union"



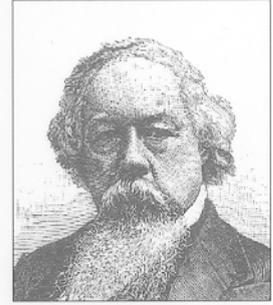
Flag Officer Farragut, USN



CMDR Porter, USN



CAPT Bailey, USN



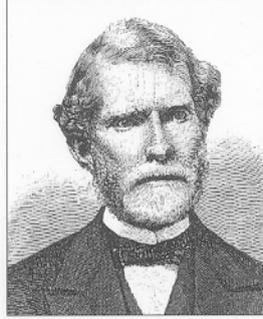
CAPT Craven, USN



MG Lovell, CSA



BG Duncan, CSA



CMDR Mitchell, CSN



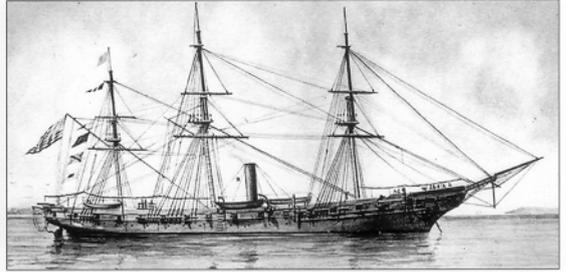
GEN Beauregard, CSA



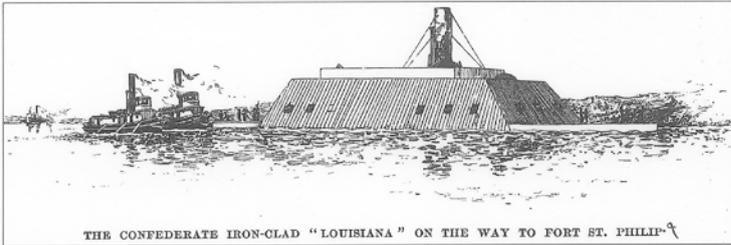
Fort Jackson Plan



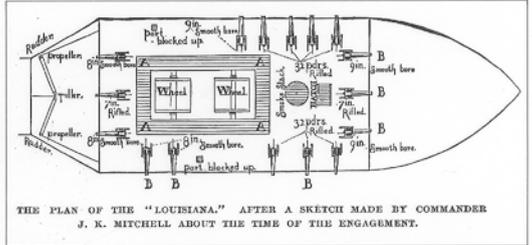
Fort Jackson Model



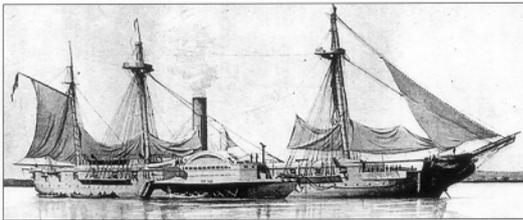
USS Hartford (Flag Ship)



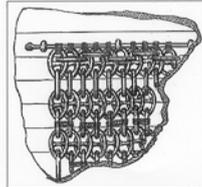
THE CONFEDERATE IRON-CLAD "LOUISIANA" ON THE WAY TO FORT ST. PHILIP



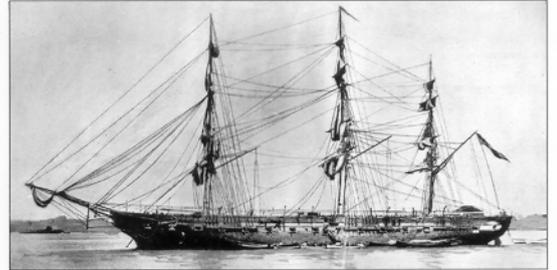
THE PLAN OF THE "LOUISIANA," AFTER A SKETCH MADE BY COMMANDER J. K. MITCHELL ABOUT THE TIME OF THE ENGAGEMENT.



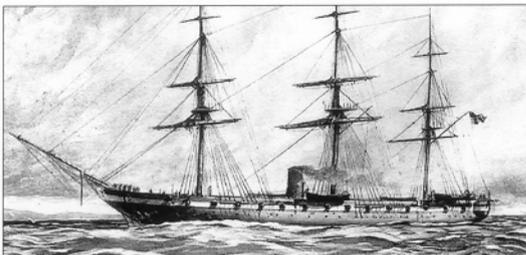
USS Pensacola



Chain Armor



USS Richmond



USS Brooklyn



(RAW: 8-05)



Fort Jackson Today