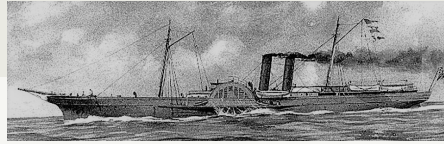




JULY 2019

THE RUNNER



VOLUME 1 ISSUE 6

CFCWRT July Event - Tour of Oakdale Cemetery

The Cape Fear Civil War Round Table (CFCWRT) July event focuses on Oakdale Cemetery's military history.

Most Wilmingtonians know Oakdale Cemetery as a peaceful landscape of majestic trees, quiet paths rolling over gentle slopes, flowering bushes and picturesque monuments. Chartered in 1852, it is also a treasure trove of history.

Oakdale is the first "rural cemetery" in the state of North Carolina. During the 19th Century, the Rural Cemetery Movement emerged as an alternative to crowded church graveyards. Oakdale exemplifies this movement. In the spirit of the Romantic era, the rural cemetery was meant for the living as well as departed loved ones—just like Oakdale today.

The CFCWRT will present a special military history tour of Oakdale on Sunday morning, July 14th, beginning at 9:30 am. Learn about Civil War generals buried at Oakdale, the mound memorializing more than 300 unknown soldiers, the bold female spy who perished in the surf during the Civil War and many more.

The tour will focus on Civil War era figures. You will learn about victims of the yellow fever epidemic of 1862 and Union soldiers originally buried on the grounds, as well as many others.

(Continued on page 2)

The Charleston Campaign of 1863

Opening the summer program of the Cape Fear Civil War Round Table, more than 30 members and guests attended a seminar-style discussion about the Union campaign to close Charleston harbor and take the city in 1863.

President Bill Jayne introduced the topic and led the discussion as it focused on the high-stakes ironclad attack on the harbor in April and then the grueling summer campaign on Morris Island that besieged Battery Wagner after a costly repulse in July.

Ultimately, the Union's efforts choked off blockade running but not only failed to take the city where the Civil War began, but failed to take either Fort Sumter or Fort Moultrie, the major forts guarding the entrance to the harbor. The city was, in effect, besieged for the remainder of the war but it didn't fall into Union hands until February 18, 1865, when Confederate forces abandoned the city.

Discussion focused on the ironclad attack, the technology of the monitors that spearheaded the attack, the Confederate defense and the difficulty of conducting joint Army-Navy operations in the Civil War.

(Continued on page 2)

NEXT PRESENTATION

◆ Sunday, 07-14-19

Oakdale Cemetery Tour

◆ 9:30 AM

◆ Oakdale Cemetery
520 N 15th Street
Wilmington



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CFCWRT July Event - Tour of Oakdale Cemetery, cont.

The tour will last for up to two hours, so dress appropriately for the weather and make sure to bring water.

Your experienced guides are members of the CFCWRT steering committee: Past President **Bob Cooke**, author of *Wild, Wicked Wartime Wilmington*, and **Ed Gibson**, commander of the Major General Thomas H. Ruger Camp #1 of the Sons of Union Veterans.

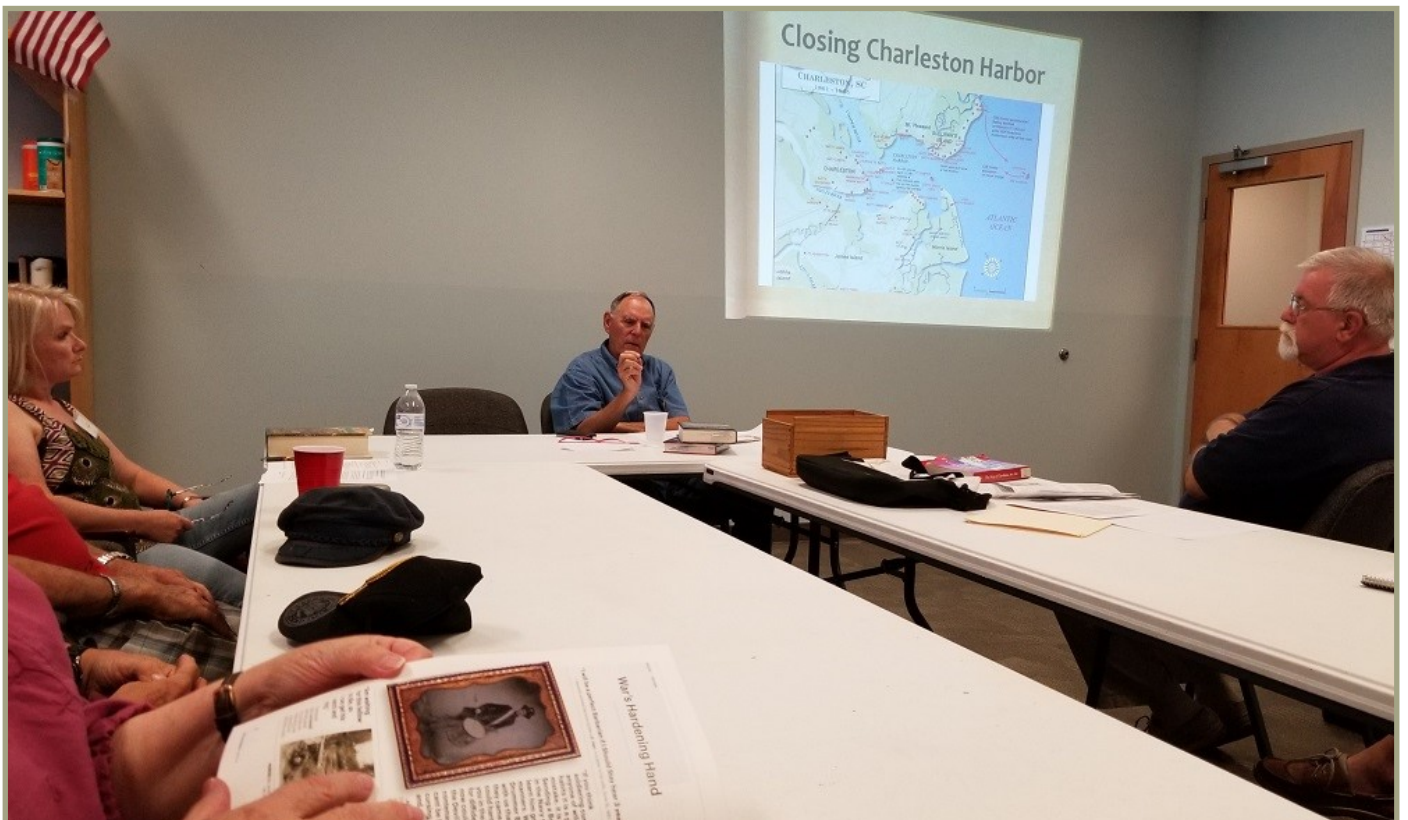
The tour is free to CFCWRT members and non-members will be charged \$5 that can be applied toward membership in the Round Table.

Meet at the entrance to Oakdale at 520 N. 15th St.

The Charleston Campaign of 1863, cont.

A majority of those in attendance participated in the discussion and special recognition goes to Ed Gibson, Lance Bevins, John Moore and JoAnna McDonald who delved into specific subjects and helped focus the discussion.

Wally Rueckel and Jim Johnson of the Brunswick Civil War Round Table were welcome guests who participated in the discussion.



CFCWRT JUNE ROUND TABLE DISCUSSION - THE CHARLESTON CAMPAIGN OF 1863

CFCWRT August Member Forum

A Soldier of the Harris Light Calvary

The unpublished letters of Daniel Underhill

Bob Cooke

Fighting for the Union and Fighting for Ireland

General Thomas Francis Meagher

John Bolger

The Davis Company and the Battle of Sabine Pass

How a few men drove off an army

John Winecoff

Chickamauga Mix-ups

What happens when a commander doesn't use his own chain of command?

Mark Swanstrom

Blockade Runner Chicora

One of the curious difficulties of researching Civil War maritime history is the fact that ships often changed their names. A blockade runner captured by the U.S. Navy might be refitted to become a blockader. The blockade runner *Advance*, partially owned by the state of North Carolina, was built in Great Britain as the *Lord Clyde*. She became the *Advance* when she arrived in Confederate waters and made 17 successful round trips through the blockade until she was captured coming out of Wilmington on September 10, 1864. She was then purchased from the prize court and taken into the U.S. Navy as the *Frolic*. To make matters worse, U.S. records sometimes referred to the blockade runner as the *A.D. Vance* and the *Ad-Vance*.

The case of "Chicora" may be even more confusing. Let's start with the idea that it is an American Indian name. In 1521 Spanish slavers operating along the Carolina coast captured an Indian man along the shore of Winyah Bay, around modern Georgetown, S.C. They named him Francisco de Chicora, probably getting the name from his efforts to name his tribe or the place he was from. So, the name "Chicora" passed into South Carolina history as the name for Indians that lived in that area north of Charleston.

As the war developed, blockade running became very profitable and private companies were formed. One such was the Chicora Importing and Exporting Company of South Carolina. Incorporated in December 1863, the firm actually began operations in September 1862 under the leadership of wealthy Charleston merchants and bankers, including Theodore Wagner, a partner of George Trenholm at John Fraser and Company. Trenholm was the most influential of the blockade running businessmen and later became Confederate Treasury Secretary.

Yes, the Chicora Importing and Exporting Company eventually owned a blockade runner named the *Chicora*, but wait a minute. There was another *Chicora*. The CSS (Confederate States Ship) *Chicora* was an ironclad ram built in Charleston to help defend the harbor. Two ships were built around the same time, the *Chicora* and the *Palmetto State*. Officially a Richmond class ram, the *Chicora* was built in 1862 with \$300,000 in funds appropriated by the

(Continued on page 6)

THE EXPORTS OF COTTON FROM THE SOUTH FELL BY NEARLY 95 PERCENT BY THE END OF THE WAR DUE TO THE UNION BLOCKADE.

THE UNION NAVY CAPTURED OR DESTROYED AROUND 1,500 BLOCKADE RUNNER SHIPS DURING THE COURSE OF THE CIVIL WAR.

CFCWRT Upcoming events

September 12th:

John R. Scales - The Battles and Campaigns of Confederate General Nathan Bedford Forrest

October 10th:

Dave Schultz - Principles, Policies & Politics of General James Longstreet at Gettysburg

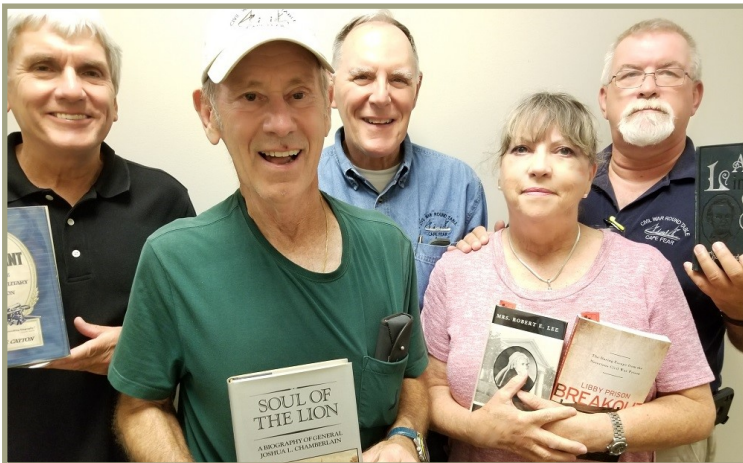
November 14th:

Jan Croon - The War Outside My Window, The Civil War Diaries of LeRoy Wiley Gresham, 1860-1865

December 12th:

Lori Sandlin, Mgr. Southport Maritime Museum - Finding Post-War Confederate Sailor, Captain H. S. Lebbey, Blockade Runner and Privateer

Raffle - June Winners



Jim Horton - US Grant

John Bolger - Soul of the Lion

Bill Jayne - Great Photographers of the Civil War

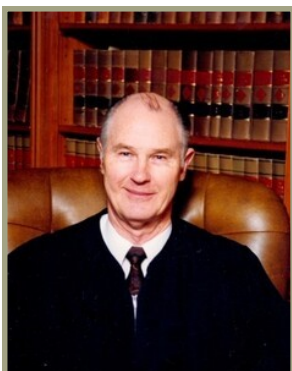
Linda Lashley - Mrs. Robert E. Lee & Libby Prison Breakout

Ed Gibson - Abe Lincoln's Stories

If you have books, prints, or other items that you would like to donate to the raffle, contact Raffle Master [Ed Gibson](#) before our next meeting. The raffle is one of the components which the CFCWRT uses to fund our activities and our speakers. Please take part in our raffle by contributing items and/or purchasing tickets.

Member News - In Remembrance

Some 15 (or so) years ago, **Arthur McGiverin**, then the recently retired Chief Justice of the Iowa Supreme Court, visited his nephew Terry McGiverin, a member of our CFCWRT.



Judge McGiverin, a former President of the Ottumwa, Iowa CWRT was interested in visiting Fort Fisher. Several members of our group joined with Bob Cooke on that tour. Member Tim Winstead, then editor of *Runner*, maintained contact with Judge McGiverin resulting in Judge McGiverin becoming an associate member of the CFCWRT. Judge McGiverin always accompanied his annual dues payment with a note of greeting. He appreciated his association with fellow Civil War enthusiasts and frequently acknowledged a particular issue of *Runner* or Round Table activity.

Retired Iowa Supreme Court Judge **Arthur McGiverin** passed away on June 2nd at the age of 90 in Iowa City, Iowa. His notes of greeting and encouragement to his "adopted CWRT" will be missed.



*Fort Fisher 2019 Summer **Beat the Heat** Lecture Series*

July 6 - John Winecoff: **North Carolina's Silent Sentinels**

July 13 - Dr. Chris Fonvielle: **Running the Blockade: The Technology and the Men of the Lifeline**

July 20 - Becky Sawyer: **The Federal Point Lighthouse**

July 27 - Wade Sokolosky: **Tending to the Soldiers: Wilmington's Civil War Hospitals**

Aug 3 - Harry Taylor: **Timothy O'Sullivan and the Photographing of Fort Fisher**

Aug 10 - Jim Steele: **The Battle of Rivers Bridge**

All lectures occur on Saturday at 2:00 pm in the Spencer Theater at Fort Fisher. Lectures are free and open to the public. Please call the site at (910) 251-7340 to reserve a seat.

Fort Fisher State Historic Site
1610 Fort Fisher Blvd South
Kure Beach, NC 28449

<https://historicsites.nc.gov/events>

Trivia Questions

1. How long was the siege of Charleston?
2. Who was the pilot of the Union ironclad *Keokuk* that sank as a result of damage sustained in the April 7, 1863, naval assault?
3. Was the Requa Battery an artillery weapon?

Answers on Page 9

Thousands of Soldiers held Massive Snowball Fights

One morning in 1864, the Confederate Army woke up to 13 centimeters (5 in) of snow. The men rushed out and fought what may be one of the biggest snowball fights in history.

Up to 20,000 men were involved. The Tennessee and Georgian soldiers divided themselves into two armies, built up arsenals of snowballs, and charged at each other. On Tennessee's side, Colonel Gordon even rode out on horseback, holding up a dirty handkerchief like it was a flag and pelting his men with snow.

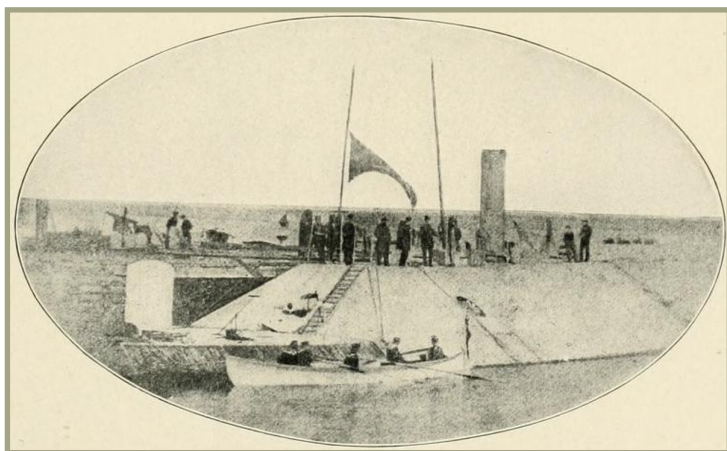
Other fights broke out among the Confederate forces. Men lined up, using all their military training, and launched volleys of snowballs at the other side. Some who ran too close to the enemy line were dragged over to have their shirts stuffed with snow.

The boys, after all, were young—some only 17 years old. When the snow cleared, they picked up their weapons again and marched for another battle, where more than just a shirt full of snow awaited..

"FROM SMITHVILLE...BOTH BLOCKADING FLEETS COULD BE DISTINCTLY SEEN, AND THE OUTWARD BOUND BLOCKADE-RUNNERS COULD TAKE THEIR CHOICE THROUGH WHICH OF THEM TO RUN THE GAUNTLET...THE UNITED STATES FLEET WERE UNABLE WHOLLY TO STOP BLOCKADE-RUNNING. IT WAS INDEED, IMPOSSIBLE TO DO SO;"

JOHN WILKINSON,
THE NARRATIVE OF
A BLOCKADE-
RUNNER

Blockade Runner *Chicora*, cont.



CSS CHICORA

State of South Carolina. *Palmetto State* was funded largely by private donations and was called "The Ladies' Gunboat." The *CSS Chicora* was 150 feet long with a 35-foot beam, 14-foot draft and six guns. A single-screw propeller powered by a steam engine drove the plodding ship at about five knots top speed. One story says that a log floating in the tide of Charleston harbor could outrun the *Chicora*.

All the major Confederate harbors had similar ironclads to help defend them and they had little success in offensive operations. On January 31, 1863, however, the *Chicora* and the *Palmetto State* took advantage of the absence of US ironclads blockading Charleston harbor and sortied out to drive away the wooden ships on station. They severely

damaged two ships, including the *USS Keystone State*, a side-wheel paddle steamer. With one paddle wheel disabled, the *Keystone State* steamed in a large circle, but even so, she was able to outrun the *Chicora*. Briefly, the US ships steamed away from the harbor mouth and the two Confederate ironclads returned to their berths within the harbor. Confederate officials proclaimed the blockade broken but by the time foreign consuls went out to observe, the blockading vessels were back on station. Soon, the U.S. Navy made sure that ironclad ships were always close by and the Confederate rams never ventured outside the harbor again.

Now, we get to the blockade runner *Chicora*. The *Chicora* Importing and Exporting Company contracted with William C. Miller and Sons in Liverpool, England, in 1864 to build a vessel that was originally named *Let Her Be*. They also contracted for another ship called *Let Her Rip*. The ships were fast, 211 feet long, 26 feet in the beam with a steel hull and side wheel paddles. As with most blockade runners built in the British Isles, the ships were

renamed when they reached Confederate ports. The *Let Her Be* became the *Chicora* and the *Let Her Rip* became the *Wando*.

The ships were very profitable with *Chicora* making seven successful round trips through the blockade. She started out running from Bermuda to Wilmington and then switched to Charleston in late 1864.

She was also involved in a risky enterprise that might have done much to upset the balance of forces in the summer of 1864 as General U.S. Grant and the Union armies tightened their grip

on Robert E. Lee's Army of Northern Virginia at Richmond and Petersburg.

In July 1864, the Confederacy transferred about 200 sailors and marines from the Richmond area south to Wilmington where they boarded the *Let Her Be* (not yet re-named *Chicora*) and the *Florie*, another fast blockade runner owned by the Importing and Exporting



STEAMER CHICORA -
NOTED BLOCKADE
RUNNER

Blockade Runner Chicora, cont.

Company of Georgia. Mr. Gazaway Bugg Lamar was president of the Georgia company, not Rhett Butler. Sorry.

Anyway, the plan was that the two ships would steam up the coast, run into the Chesapeake Bay and raid the Union prison camp at Point Lookout, Maryland. At Point Lookout they would free the Confederate prisoners held there and bring them back to Wilmington where they could be rehabilitated and outfitted to reinforce Lee's army. The numbers wouldn't have been significant enough to help Lee but, no doubt, a successful raid of that sort would have caused the Union to reallocate ships and other resources to prevent such a thing from occurring again. Unfortunately for the Confederacy, with the two steamers anchored off of Smithville (modern Southport), President Jefferson Davis himself ordered the operation to be halted because it was believed that the Union had learned of the plan.

The blockade runner *Chicora* was never captured or sunk by the Union and her owners, the Chicora Importing and Exporting Company of South Carolina, had her brought to Halifax, Nova Scotia, and sold near the end of the war. It helped the southern company pay its bills and end the war on a profitable note. The ship was actually cut in half and bulkheaded so the two halves could float and taken into Lake Ontario where she served as an excursion boat until 1919.

If you're interested in learning more about blockade running, look into *Lifeline of the Confederacy: Blockade Running During the Civil War* by Stephen R. Wise. It's probably the best single source of information about blockade running because most Confederate records were destroyed around the end of the war and Dr. Wise, director of the US Marine Corps museum at Parris Island, exhaustively studied newspaper archives and other private sources to create an objective history of blockade running.

IF YOU'RE
INTERESTED IN
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ABOUT BLOCK-
ADE RUNNING,
LOOK INTO
*LIFELINE OF THE
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NING DURING
THE CIVIL WAR*

BY
STEPHEN R. WISE



*Medical Innovations of the Civil War***Life-Saving Amputation**

Surgeons frequently treated arm and leg wounds by amputating. The grisly wounds caused by bullets and shrapnel were often contaminated by clothing and other debris. Cleaning such a wound was time-consuming and often ineffective. However, amputation made a complex wound simple. Surgical manuals taught that an amputation should be performed within the first two days following injury. The death rate from these so-called primary amputations was lower than the rate for amputations performed after the wound became infected. Union surgeons performed nearly 30,000 amputations.

Patients undergoing amputation were first anesthetized. A tourniquet was applied above the site of the proposed amputation. The skin and muscle were then cut with amputation knives several inches above the fracture site. The muscles were pulled up to expose the bone. An amputation saw was used to cut through the bone. Once the cut was completed, large arteries were pulled out from the stump tissue with a tenaculum and tied off to prevent bleeding. The skin muscle was then released and the tissue sutured. Two types of amputation were commonly used. A circular amputation involved cutting straight through the skin to the bone and resulted in a stump that was circular in appearance. A flap amputation required the tissue to be cut leaving two flaps of skin that were used to create a stump. Fingers and other small bones were amputated using the smaller metacarpal saw.

Among those saved by the saw was Daniel E. Sickles, the eccentric commander of the 3rd Army Corps. In 1863, at the Battle of Gettysburg, the major general's right leg was shattered by a Confederate shell. Within the hour, the leg was amputated just above the knee. His procedure, publicized in the military press, paved the way for many more. Since the new Army Medical Museum in Washington, D.C., had requested battle-field donations, Sickles sent the limb to them in a box labeled "With the compliments of Major General D.E.S." Sickles visited his leg yearly on the anniversary of its emancipation.

Amputation saved more lives than any other wartime medical procedure by instantly turning complex injuries into simple ones. Battlefield surgeons eventually took no more than six minutes to get each moaning man on the table, apply a handkerchief soaked in chloroform or ether, and make the deep cut. Union surgeons became the most skilled limb hackers in history. Even in deplorable conditions, they lost only about 25 percent of their patients—compared to a 75 percent mortality rate among similarly injured civilians at the time. The techniques invented by wartime surgeons—including cutting as far from the heart as possible and never slicing through joints—became the standard.

"THERE WERE LOYAL WOMEN, AS WELL AS MEN, IN THOSE DAYS WHO DID NOT FEAR THE SHELL OR THE SHOT, WHO CARED FOR THE SICK AND DYING..."

-SUSIE KING TAYLOR, NURSE WITH THE 33RD US COLORED INFANTRY



MAJOR GENERAL DANIEL E. SICKLES WAS PHOTOGRAPHED IN 1865 AT THE ARMY MEDICAL MUSEUM

Trivia Answers

1. Some authorities say that the siege began on December 7, 1861, when Union forces seized Port Royal harbor near Beaufort, just south of Charleston. The harbor became the home port of the Union Navy's South Atlantic Blockading Squadron and the base of the Department of the South for the Army. Most authorities, however, think the siege of Charleston began on July 10, 1863, when Union forces landed on Morris Island and began the drive that resulted in closing off the main channel into Charleston Harbor.
2. The pilot was Robert Smalls, the courageous slave who commandeered the CSS Planter in Charleston Harbor on May 13, 1862, and boldly steamed out of the Charleston harbor with his family and friends aboard. Smalls warned the captain of the Keokuk that the currents would make it difficult to steer the ship as it approached Ft. Sumter and the ship was caught close to the fort for about 30 minutes receiving terrible punishment that resulted in its sinking the following day.
3. General Quincy Gillmore employed six batteries of Requa guns in the siege of Battery Wagner. They were, in essence, prototype machine guns. Twenty-five rifle barrels were laid next to each other on a table of sorts and loaded with 25 rounds of ammunition from a clip. Fired simultaneously, the 25 rounds were effective in providing cover for Union soldiers digging trenches closer to Battery Wagner. The gun was the invention of Dr. Josephus Requa, a dentist in Rochester, NY, and William Billinghamurst, a gunsmith. It was rejected by General James W. Ripley, Union chief of ordnance, because he thought it would waste ammunition and cause logistical problems.



Union Army was a Multicultural / Multinational Force

One-third of the soldiers who fought for the Union Army were immigrants, and nearly one in 10 was African American.

The Union Army was a multicultural force—even a multinational one. We often hear about Irish soldiers (7.5 percent of the army), but the Union's ranks included even more Germans (10 percent), who marched off in regiments such as the Steuben Volunteers. Other immigrant soldiers were French, Italian, Polish, English and Scottish. In fact, one in four regiments contained a majority of foreigners. African Americans were permitted to join the Union Army in 1863, and some scholars believe this infusion of soldiers may have turned the tide of the war.



"...THE XI CORPS OF THE ARMY OF THE POTOMAC WAS KNOWN AS "THE DUTCHMAN'S CORPS" BECAUSE IT INCLUDED SO MANY GERMAN IMMIGRANTS, BUT IT BECAME SOMETHING OF A CATCH-ALL CORPS FOR FOREIGN-BORN RECRUITS FROM THROUGHOUT EUROPE AND EVEN THE MIDEAST."

CAPE FEAR CIVIL WAR ROUND TABLE

YOU CAN FIND US ON THE WEB! CFCWRT.ORG

VISIT US ON FACEBOOK: [CFCWRT](https://www.facebook.com/CFCWRT)

Links

National Archives

[Civil War Records: Basic Research Sources](#)

[Civil War Photos](#)

Library of Congress

[Civil War Maps](#)

[Civil War Glass Negatives and Related Prints](#)

Civil War Era Newspapers

[The Soldiers Journal](#)

Newspaper distributed around Alexandria, VA between February 1864 to February 1865

[The Camden Confederate](#)

Newspaper from Camden, South Carolina distributed from November 1861 to February 1865

Sponsor



THE RUNNER is the official newsletter of the CFCWRT and is published monthly.

If you have member news or news about Civil War events that you think would be of interest to the CFCWRT membership, send an email with the details to the editor, [Sherry Hewitt](#). Thank you.

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CAPE FEAR CIVIL WAR ROUND TABLE

PO Box 15750

Wilmington, NC 28408

The **Cape Fear Civil War Round Table** is a non-profit organization made up of men and women who have a common interest in the history of the Civil War. The meetings include a speaker each month covering some aspect of the Civil War. This serves our purpose of encouraging education and research into that historical conflict.

Click here for membership information: [Membership Application](#)