



FEBRUARY 2021

THE RUNNER



VOLUME 3 ISSUE 2

Lee's Pyrrhic Victory at Chancellorsville

Wilmington's Cape Fear Civil War Round Table invites you to attend a virtual lecture by JoAnna M. McDonald, Ph.D., on the topic of "Chancellorsville: A Pyrrhic Victory." The lecture, via Zoom, will be presented on Thursday, February 11, 2021, at 7 p.m. JoAnna, a member of our council, is a contributor to the Emerging Civil War blog. She will look at the casualties suffered by the Army of Northern Virginia at Chancellorsville, especially at the level of field grade and general grade officers. How did those losses affect the Army at Gettysburg? Almost all Civil War buffs know the story of Stonewall Jackson's loss at Chancellorsville and how that may have affected the performance of his vaunted II Corps at Gettysburg, but that wasn't the entire story.



JoAnna M. McDonald, Ph.D., is a historian, writer, and public speaker. Author of eleven books on the Civil War and WWII, as well as numerous journal and newsletter articles regarding U.S. Marine Corps history, JoAnna's next book is *R. E. Lee's Grand Strategy & Strategic Leadership: Caught in a Paradoxical Paradigm*.

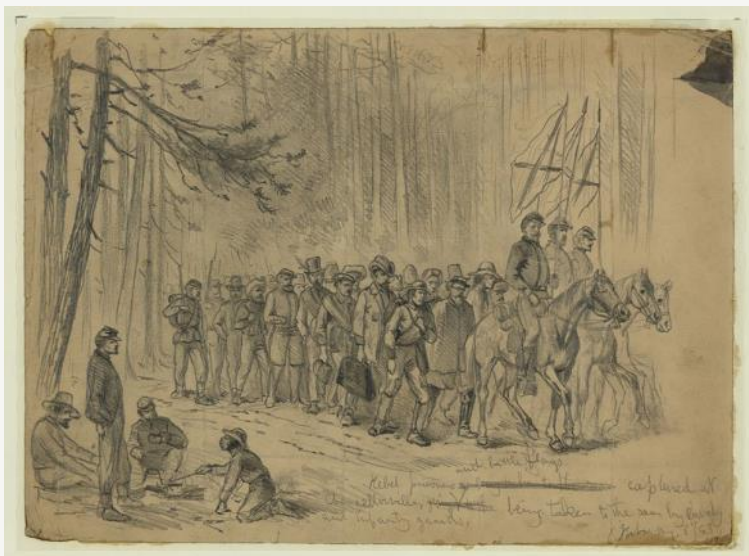
February Meeting

Thursday, February 11, 2021 -
7:00 P. M.

Zoom Meeting

Email from Bruce Patterson
will be sent prior to Event

Speaker: **JoAnna McDonald**
Topic: **Lee's Pyrrhic Victory
at Chancellorsville**



"Rebel prisoners and battle flags captured at Chancellorsville being taken to the rear by cavalry and infantry guards."

Edwin Forbes, May 3, 1863. Drawing. Library of Congress.

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The Maps of the Cavalry in the Gettysburg Campaign

March 11th will bring us a Zoom presentation on the “Maps of the Cavalry in the Gettysburg Campaign” by Bradley M. Gottfried.

Brad Gottfried is the holder of a Ph.D. in Zoology who capped a successful career in higher education with the post of president of the College of Southern Maryland, a multi-campus community college in the historic Maryland counties south and east of Washington, D.C.

Perhaps one may be forgiven, however, for thinking his real interest is Civil War history. Brad is the author of more than a dozen Civil War history books dating back more than 20 years, including an innovative series of six books based on maps, with two more nearing completion. Brad has focused on the Eastern Theater.

The topic of his presentation on March 11th is the cavalry in the Gettysburg campaign, from the pivotal battle of Brandy Station, the largest cavalry battle ever to occur in North America, on June 9, 1863, to July 14, 1863, with short discussions about the prelude to Brandy Station and the denouement of the Gettysburg campaign once the Army of Northern Virginia regained Confederate territory in Virginia and the Army of the Potomac moved to maintain contact.

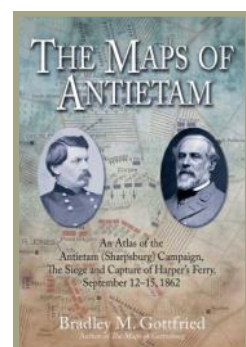
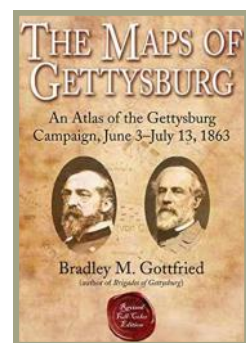
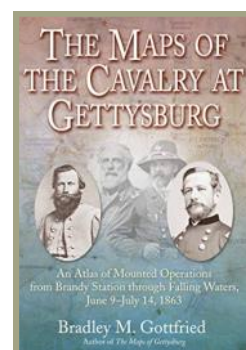
Brad’s map books follow an original format of text on the left hand side of each page spread and a map or two on the right hand side. The text is keyed to the maps with circled numbers. There are 82, full-color maps with great detail down to the location of stone-walls, fences, wood lots, tilled fields and minor creek beds, that were important to the movement of cavalry on a Civil War battlefield. The scale is usually very large, often less than 500 yards to the inch, and—hold on to your hat—the orientation is not always with north pointing toward the top of the page.

The change in orientation can lead to a little confusion at first but once the reader becomes accustomed to the change in convention, the value becomes obvious. Fitting the relevant action to a page setting sometimes poses a difficult choice between omitting important items or minimizing the scale to fit everything in. When the scale gets smaller—say ten miles to the inch—one is unable to include important detail like fences, houses, barns, etc. So, Brad’s innovative solution was to sometimes change the convention so that north is to the left, instead of up, or even to the right.

Dr. Gottfried, also an Antietam Battlefield Guide and a Gettysburg Town Guide, explains that “The idea for this series [of map-based books] came about when I was seeking a better way to visualize, understand, and appreciate the Battle of Gettysburg and other major campaigns of the Civil War.”

In the case of the Cavalry in the Gettysburg Campaign, I would venture to say that the maps are indispensable and go a long way to understanding the importance of both the Union and Confederate cavalry arms and appreciating the experience of the leaders and troopers of those units.

Overshadowed by the vast size and protracted violence of Civil War infantry and artillery engagements (one thinks of unrelenting battle at the “Mule Shoe” during the Spotsylvania campaign, where 20 hours of close combat cost roughly 17,000 casualties), the importance and value of the mounted arm is often seen as merely ancillary and, somehow dilettantish.



(Continued on page 3)

The Maps of the Cavalry in the Gettysburg Campaign (cont.)

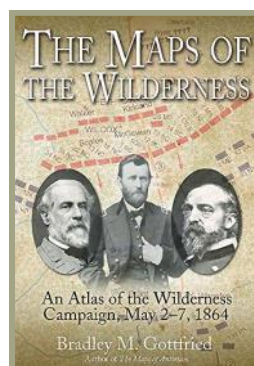
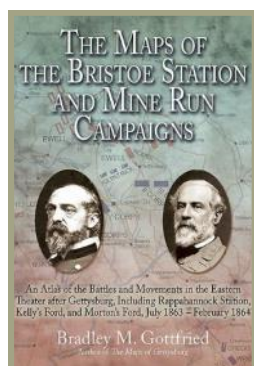
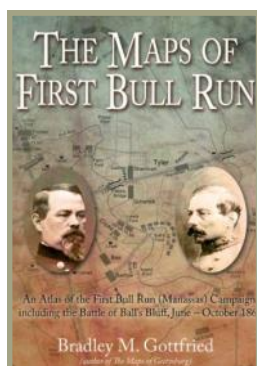
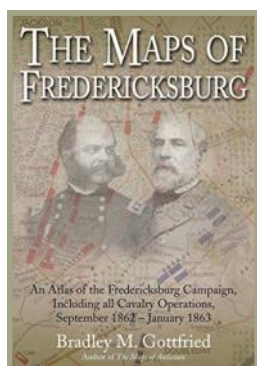
In the five or so weeks of the Gettysburg Campaign, the Cavalry Corps of the Army of the Potomac grew to a strength of about 12,000 troopers. Major General J.E.B. Stuart's Cavalry Division of the Army of Northern Virginia numbered about 6,400. These two commands, spent most of that five-week period in the saddle, fighting more than a dozen major battles or engagements, marching well over 200 miles, and incurring thousands of casualties in combat that was often fierce, fast-moving and short-lived in the case of mounted combat or drawn-out dangerous dismounted combat with high stakes, including the possibility of an entire unit being cut off or captured when suddenly faced with enemy reinforcements.

Was the cavalry important? Stuart successfully fended off the efforts of his counterpart, Brigadier General Alfred Pleasanton, to open up the passes of the Blue Ridge Mountains to learn the movements of Lee's infantry, and the maps and commentary in the book clearly show how well the Union cavalry fought and how poorly their commanders used them, sending in squadrons and regiments piecemeal when a coordinated, massed attack might easily have overwhelmed their opponents.

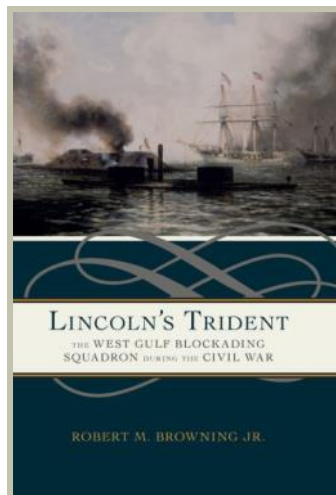
Then, the folly of Stuart's circuitous ride around the Army of the Potomac becomes clearer than ever. Worn out by constant riding, the Confederate cavalry was kept away from the Army of Northern Virginia leaving Lee bereft of intelligence about Union movements. Taking advantage of the freedom to operate, Brigadier General John Buford's Union division cut off the Confederate infantry and on July 1 made a stand on McPherson's Ridge south of the town of Gettysburg that was obviously one of the keys to the ultimate Union victory.

Finally closing up to the Army of Northern Virginia, Stuart's troopers drove hard to threaten the Union rear but the Union cavalry stopped them and threatened Lee's right flank as well.

This will be an enlightening and interesting presentation. Tune in!



Cape Fear Civil War Round Table Upcoming Events

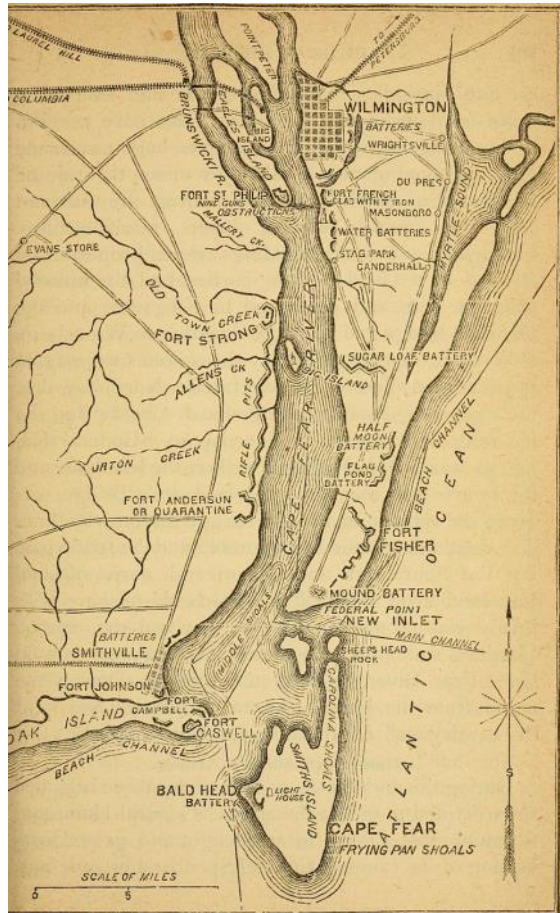


April 8th **Bob Browning** (Author), Blockading Squadrons

Dr. Browning earned his Ph.D. at the University of Alabama and embarked on his history career, working as a park superintendent at the Battleship Texas. In 1989, he began work as a historian with the U.S. Coast Guard and two years later became the Coast Guard's chief historian, retiring from government service in 2015. He is the author of six books and more than four dozen articles relating to the Coast Guard, the Civil War, and U.S. naval and maritime history.

May 13th **Ray Flowers** (Interpreter Fort Fisher Historical Site), Blockade Runners

North Carolina's principal seaport could not have been better suited for running the blockade. The town was safely out of range of any Federal bombardment from the ocean, and its close proximity to the major transshipment points for incoming European goods was ideal. Nassau in the Bahamas was 570 miles away, while Bermuda was 674 miles due east of Wilmington. Transatlantic merchantmen ferried goods earmarked for the Confederacy to these and other neutral ports. Here the materials were off-loaded onto sleek, shallow draft steamers for the last leg of the journey: the dash through the Federal blockade lines and into the Cape Fear River, under protection of Fort Fisher's formidable defensive works. Having safely delivered their cargoes the runners then returned through the blockade to the transshipment points, usually bearing Southern export items such as cotton, naval stores or lumber.



The Federal blockade consisted of three main lines: farthest line was the cruiser line: whose ships patrolled the ocean with a sharp lookout for incoming vessels headed for Cape Fear, the middle line, followed by a line of "bar tenders" just off the shoal waters of Cape Fear. The navy's lighter vessels ventured in as close to the river inlets as they dared, especially at night. Blockaders close within range of Confederate shore batteries were sure to draw hostile fire. As the war progressed the blockade became more and more effective, but the navy could not meet the challenge of stopping all shipping trade helpful to the Confederate cause. The danger of tackling blockade runners under the guns of Fort Fisher, the largest earthen fort in the Confederacy, was the key to the river defense system below Wilmington.

For more information go to the [CFCWRT website](http://CFCWRT.com).

*CFCWRT Member News****Wreaths Across America***

Our CWRT supported the Wilmington Community campaign to place a Christmas Wreath on every grave in the Wilmington National Cemetery as we have done for the past several years. This international effort is organized and promoted by Wreaths Across America.

We will, once again, support the community effort for during the months of October and November (although contributions, in \$15 increments are accepted year long).

The theme of the 2021 Christmas Wreath campaign is: Live Up To Their Legacy. The theme was suggested by Army Chief of Staff General James McConville in an interview by Chris Wallace.

***Civil War Philatelic Society***

The Confederate Stamp Alliance recently announced that, by an overwhelming majority, the alliance would change its name to the Civil War Philatelic Society and that their quarterly journal will become the Civil War Philatelist.

The change was made for a myriad of reasons, among them being a recognition of today's reality, a chance to save the alliance from a dwindling membership and advertisers plus the opportunity to broaden membership and philatelic interest.

To that end, if any Cape Fear CWRT member is interested in Civil War era philatelic matters, especially Confederate, please contact Bruce Patterson for an opportunity that includes free philatelic material, journals and supplies. I would also be pleased to work with any youth who has a fledgling interest in this fascinating hobby.

*Trivia Question*

In 1864 while Phil Sheridan was burning the Shenandoah Valley I led an unsuccessful campaign that left a good number of my wounded behind to a terrible fate. Two months later another Gen. led a successful campaign that defeated my foe. Who am I?

Answer in on page 7

Ryder Lewis Jr. Civil War Park Dedication

February 11, 2021 2:00 PM

A committee of historians and citizens dedicated to our local history, along with the staff of the Town of Carolina Beach have completed the preservation and development of the Joseph Ryder Lewis Jr., Civil War Park located around the remnants of the fortifications of the "Sugar Loaf Line of Defense."

This project was made possible by the Town of Carolina Beach, The Federal Point Historic Preservation Society and its volunteers, along with the following contributors: the Joseph Ryder Lewis Jr, Family; staff from the North Carolina Department of Natural and Cultural Resources, Fort Fisher and Underwater Archaeology Branch; Brunswick Civil War Round Table; **Cape Fear Civil War Round Table**; Sons of Union Veterans of the Civil War Foundation, Milford, Ohio; the Island Gazette; Dr. Chris E. Fonvielle Jr.; Daniel Ray Norris/ Slapdash Publishing; and SEPI Engineering and Construction.

*The information sign below (placed in the kiosk at the entrance to the park) was made possible by a donation from the **Cape Fear Civil War Round Table**.*

Joseph Ryder Lewis Jr. Civil War Park

Welcome to the Joseph Ryder Lewis Jr. Civil War Park. Mr. Lewis (1926-2010) was a Carolina Beach resident, U.S. Army veteran, and member of the Federal Point Historic Preservation Society. Keenly interested in Cape Fear history, he donated 12 acres that included Confederate earthworks of the so-called "Sugar Loaf lines" to the Town of Carolina Beach for a public Civil War park.

The Sugar Loaf lines served as auxiliary defenses to Fort Fisher 4 1/2 miles to the south. They also helped guard Wilmington, North Carolina, the South's main seaport for maritime trade with Europe, and by late 1864 the Confederacy's most important city.

Confederate commerce vessels, called blockade-runners, smuggled vital military supplies for General Robert E. Lee's forces in Virginia, as well as goods for civilians, through the U.S. Navy's blockade of Southern seaports. Great Britain became the Confederacy's major trading partner.



Blockade-runner *Colonel Lamb*

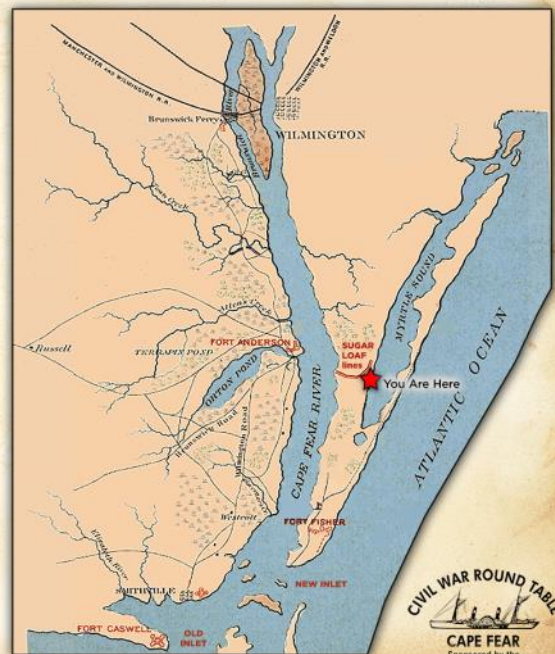
To protect the Confederacy's "life preserving" business, engineers built a vast network of forts and batteries at the mouth of the Cape Fear River and along the beaches and river

shores in both New Hanover and Brunswick Counties. Fort Fisher, which guarded the northern entryway into the river at New Inlet, became the strongest and best armed seacoast fortification in North America.

As Union forces prepared to attack Fort Fisher in the autumn of 1864, Maj. Gen. W.H.C. Whiting, commander of the Department of the Cape Fear, expanded existing defenses to meet the serious threat. He selected a "strong position" on Federal Point, stretching from the headwaters of Myrtle Grove Sound (modern Carolina Beach canal) to Sugar Loaf Hill on the east bank of the Cape Fear River, for an extensive line of fieldworks. They would play an important role in the Wilmington Campaign, 1864-1865.

The Joseph Ryder Lewis, Jr. Civil War Park was made possible by the Town of Carolina Beach, the Federal Point Historic Preservation Society, and the following contributors:
Brunswick Civil War Round Table
Cape Fear Civil War Round Table
[Carolina Beach] *Island Gazette*
Dr. Chris E. Fonvielle Jr.
Paul Laird
Joseph Ryder Lewis Jr. family
Daniel Ray Norris, SlapDash Publishing
SEPI Engineering and Construction
Sons of Union Veterans of the Civil War Charitable Foundation, Milford, Ohio
Volunteers from the N.C. Department of Natural and Cultural Resources
Volunteers from the Federal Point Historic Preservation Society
Volunteers from the Fort Fisher State Historic Site and Underwater Archaeology Branch

For additional information contact:
Federal Point Historic Preservation Society
1121-A North Lake Park Boulevard
Carolina Beach, NC 28428
(910) 438-0502
rebecca@federal-point-history.org



Map to accompany the Official Records of the Union and Confederate Armies in the War of the Rebellion



Online Presentations

CWRT Congress - [All sessions start at 7pm Eastern](#)

March 2nd - Daniel Davis: Toward a Fateful Crossroads

March 3rd - Lee Ann Rose as Mary Todd Lincoln: My Image, My War

March 10th - David Goetz: Ever the Gray Ghost

March 24th - Jerry Payn as Enos Foreman: 1863 A Year in Review

American Battlefield Trust

[Chancellorsville Virtual Tour](#) - Kris White, Dan Davis, and Chris Mackowski

The American Civil War Museum

[When Georgia Howled: Sherman on the March](#)

-For 37 weeks in 1864, General Sherman made Georgia his battleground. Georgia Public Broadcasting and the Atlanta History Center have partnered to produce the gripping new documentary "When Georgia Howled: Sherman on the March," It was 37 weeks that would determine the fate of a nation.

Trivia Answer

Brigadier General Stephen G. Burbridge led the Union forces to defeat at the First Battle of Saltville on October 2, 1864. It is estimated that about 50 members of his command, left behind following Burbridge's retreat, were murdered by Confederate troops in what became known as the Saltville Massacre. Federal troops commanded by George Stoneman (including Burbridge) destroyed the salt works following the Second Battle of Saltville (December 20 - 21, 1864). Saltville was in southwestern Virginia.

Confederate Railroad Tidbits

- § Port Hudson, Louisiana received an unusual bit of support from the Clinton & Port Hudson RR during the siege of that place in 1863. Union cannon fire destroyed the mill that was grinding the garrison's corn. The replacement was one of the railroad's locomotives, attached to the milling machine.
- § The Clinton & Port Hudson RR was so old and poorly maintained that it was said to run a tri-weekly schedule -- one week it would go down to Port Hudson and the next week it would try weakly to get back.
- § A Company of boys, about 40 strong, was formed at Columbus, Ga. to guard the bridge at West Point, Ga. Their Captain was Walter Gordon, a brother of Major General John B. Gordon. Not a member of the company was over 16 years old.

These are from the website [Confederate Railroads](#) by David L. Bright. The information is quite extensive. There are posted well over 19,900 transcriptions of the railroad issues-related documents and more are being added every day. Check it out!

CSS Virginia - "The Rebel Monster"

CSS Virginia was the first steam-powered ironclad warship of the Confederate States Navy, built during the first year of the Civil War; she was constructed as a casemate ironclad using the raised and cut down original lower hull and steam engines of the scuttled *USS Merrimack*. *Virginia* was one of the participants in the Battle of Hampton Roads, opposing the Union's *USS Monitor* in March 1862.

Development

Type and class: Casemate Ironclad Ram with Steam Powered Screw Propulsion

Misidentified As: the "*Merrimack*", or the "*Merrimac*"

Ships in Class: One

Keel laid: 1855 as *USS Merrimack*

Acquisition: Seized by the Confederates in April 1861 as part of the abandoned Gosport Navy Yard

Salvaged From: the sunken, burned hulk, and machinery of the *USS Merrimack*

Raised: May 30, 1861 and put in drydock

Authorized: June 23, 1861 by the Confederate States Secretary of the Navy, Steven R. Mallory

Designers:

Lieutenant John M. Brooke, C.S. Navy (primary designer, responsible for iron plating design and heavy ordnance)

Naval Constructor John Luke Porter (given overall responsibility for the conversion to an ironclad)

Chief Engineer William Price Williamson (responsible for the ship's machinery)

Reconstruction Cost: \$172,523.00 as appropriated by the Confederate Congress

Overseeing Salvage and Reconstruction: Flag Officer French Forrest, Commander of the Gosport Naval Shipyard, C.S. Navy

Career

Commissioned: February 17, 1862 as *CSS Virginia*

Launched: March 8, 1862

Operator: Confederate States Navy

Roles: Blockade Breaking, Blue Water Operations, Fleet Support, Hunter, Direct-Attack, Specialized / Utility

Length of Service: 64 days

(From date of Launch, to date Scuttled. Includes 25 days of repairs and upgrades completed in dry dock, March / April 1862)

Commanding Officers:

Flag Officer: Franklin Buchanan - February 24 to March 8, 1862

He was wounded by shrapnel on first day of the Battle of Hampton Roads

The Executive Officer: Lieutenant Catesby ap Roger Jones - March 9th

A temporary command for second day of the Battle of Hampton Roads, including the duel with *USS Monitor*

Flag Officer: Josiah Tattnall - March 25 until May 11

(Continued on page 9)

CSS Virginia - "The Rebel Monster", cont.

He ordered the ship destroyed to keep it out of Union hands.

Complement: 320 officers and men

Victories: 2 Ships Sunk or Destroyed, 3 Ships Damaged or Run Aground, 3 Un-named Transports Destroyed

USS Cumberland - Sunk after Ramming, Shelling, March 8

Three Union Transports Destroyed, March 8

USS Congress - Run Aground, Shelled, Surrendered, Destroyed by Fire, March 8

USS Minnesota - Run Aground, Damaged by Shot, March 8 & 9

USS St. Lawrence - Damaged by Shot, March 8

USS Dragon - Severely Damaged by Shot, March 9

Sorties: 5

March 8 - Maiden Voyage. Engagement with *USS Cumberland* and *USS Congress* at Hampton Roads

March 9 - Engagement with *USS Monitor* at Hampton Roads

April 11 - The *Virginia* enters Hampton Roads. Federal transports flee the harbor to the protection of Fort Monroe. *USS Monitor* stays in the channel but does not accept the *Virginia's* challenge.

May 8 - *CSS Virginia* steams down the Elizabeth River from Gosport Navy Yard to contest the Navy's advance and stays out of Hampton Roads hoping to engage *USS Monitor*.

May 11 - Attempting to escape up the James River, after Gosport is reclaimed by the Union Army, the *Virginia* can't be made light enough to travel as far as planned up the shallow part of the river. Trapped, with no escape, the ship was scuttled, and fired, causing a great explosion, destroying the ship.

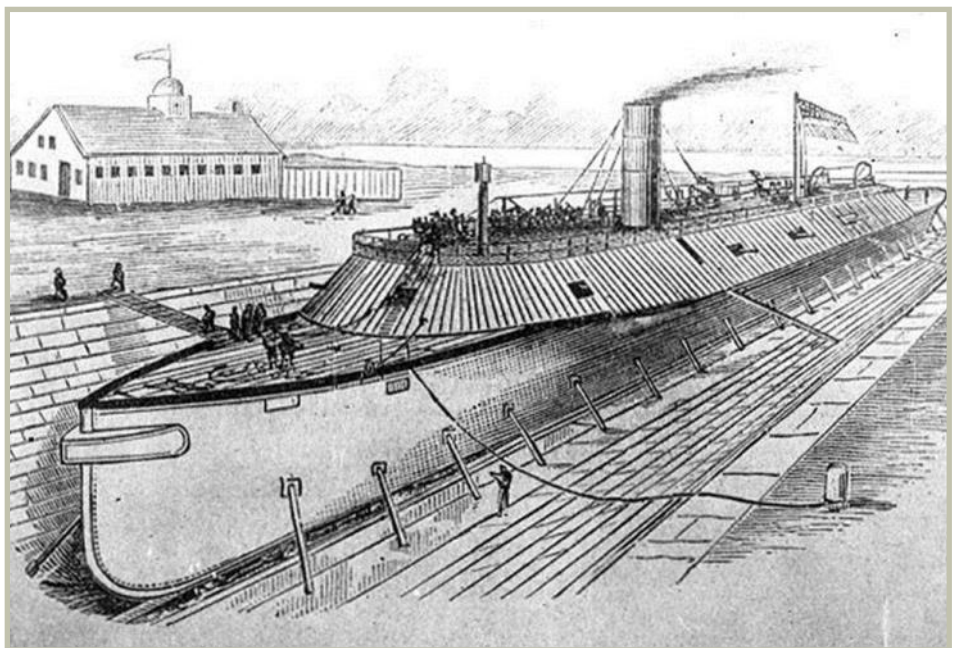
Fate:

Scuttled and destroyed by fire/explosion to prevent capture by Union Forces near Craney Island, Virginia on May 11, 1862.

Current Disposition:

The wreck of the *Virginia* was largely removed in sections between 1866 and 1876.

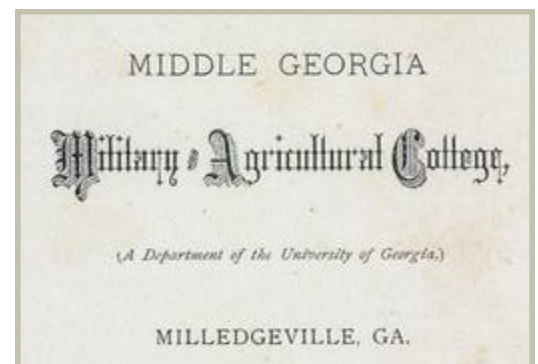
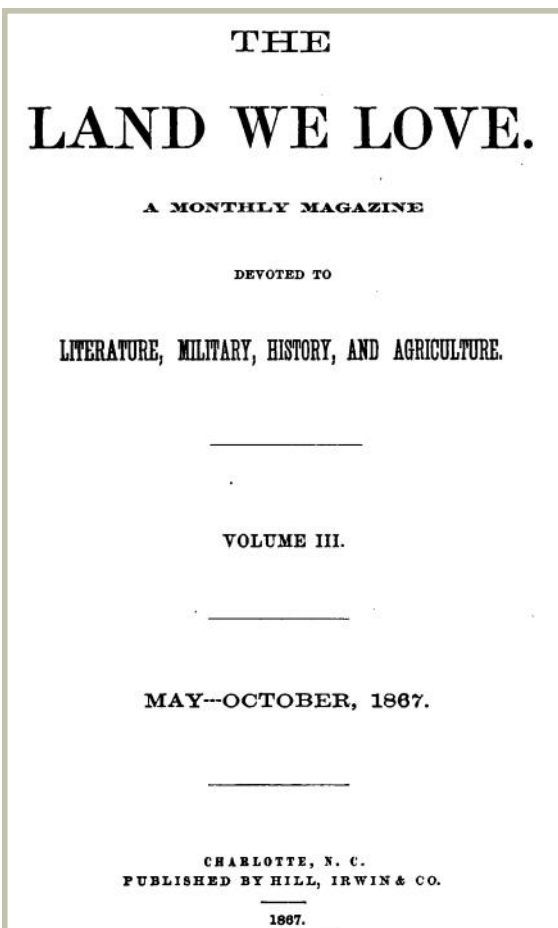
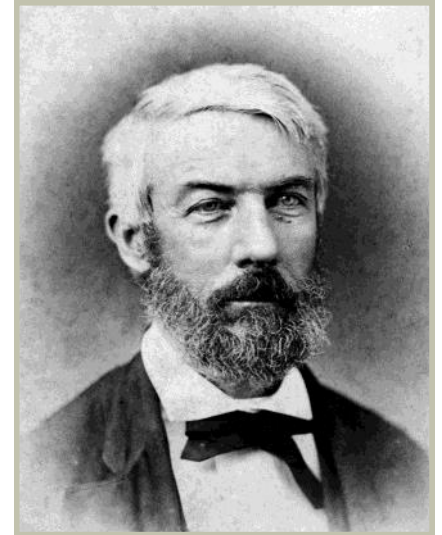
The anchor and propeller shaft of the *Virginia* can be seen at the *American Civil War Museum* in Richmond, Virginia.



After the end of the Civil War whatever happened to...?

Major General Daniel Harvey Hill

After the war, Hill founded a magazine entitled [The Land We Love](#), which included coverage of literature, history, and agriculture. He edited the journal from 1866 to 1869. From 1877 to 1884 Hill served as the first president of the University of Arkansas. (Known as Arkansas Industrial University prior to 1899.) In 1885 he became president of the Military and Agricultural College of Milledgeville in Georgia. (Currently known as Georgia Military College.) He held the post until August 1889, when, due to failing health, he resigned and returned to Charlotte, North Carolina, where he died on September 24, 1889. Hill is buried in the Davidson College Cemetery.



"There was a nuisance in the service known as the army correspondent. "

D. H Hill

Civil War Phrases

Buffalo: A North Carolinian who favored the Union.

Camp canard A false report widely believed among the soldiers in a camp.

Cartridge class: A group, often a ladies organization, engaged in making cartridges for soldiers.

Coal torpedo: An explosive device that was machined to look like a lump of coal, blackened, and placed into an enemy coal bin so that it would be shoveled into a furnace, where it would explode.

Comin' with a bone in her teeth: An expression often used to describe a vessel moving briskly through the water, with white foam at the prow.

Cotton clad: A vessel protected, or "armored," with cotton bales. The term was often used as an adjective, as in "cotton-clad steamboats."

Critter company: A cavalry company.

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THE RUNNER is the official monthly newsletter of the CFCWRT.

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.

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](#)

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