



THE JOHNSTON JOURNAL

SONS OF CONFEDERATE VETERANS

Albert Sidney Johnston Camp 67 – Houston, Texas
Wednesday, 21 October 2009

Join us for a presentation by Patricia Ricci on
*Confederate Memorial Hall:
The Battle Abbey of the South*

The Briar Club (Westheimer at Timmons Lane)

5:30 pm Executive Board meeting
(all camp members in good standing are invited to attend)
6:30 pm Happy Hour — Cash Bar
7:00 pm Dinner and Camp Meeting

Commander Raymond Holder
First Lt. Commander Robert Shivers
Second Lt. Commander Everette Gardner
Third Lt. Commander Peter Gryska
Adjutant/Treasurer Bill Holmes

Please RSVP to
Raymond Holder 254-624-3990 or holderraymond@hotmail.com
or Bill Holmes or bholmes@patriotbankusa.com

"Any society which suppresses the heritage of its conquered minorities, prevents their history, and denies them their symbols, has sewn the seed of its own destruction."

Sir William Wallace, 1281

"No nation can long survive without pride in its traditions."

Winston Churchill

www.scvcamp67.org

This Month's Speaker

Patricia Ricci is a native of New Orleans, Louisiana. She is the Director of the Confederate Memorial Hall Museum and has worked at the museum for thirty years. She is a founding member of the Memorial Hall Foundation, currently serves the Board of Directors and is the co-editor of the Foundation newsletter. Pat is the co-author of "Confederate Memorial Hall, The Battle Abbey of the South". Pat initiated the 'Adopt a Flag Program' and was instrumental in the development of flag restoration programs at several other institutions. She has worked with The Museum of the Confederacy, Beauvoir, Camp Moore, the Port Hudson State Commemorative Area and most recently the Ogden Museum of Southern Art in developing travelling exhibits that showcase the vast collection of artifacts owned by Memorial Hall. She has been recognized for her achievements by the New Orleans Civil War Roundtable which presented her with the Charles L. "Pie" Dufour Award and the United Daughters of the Confederacy from whom she received the Jefferson Davis Medal.

Pat is married to Joseph Ricci, U.S. Coast Guard Retired and they have two sons, Glenn and Joey.

Upcoming Events

CLAYTON LIBRARY CENTER FOR GENEALOGY RESEARCH LINEAGE FAIR

Saturday, October 17, 2009

9 a.m. to 4 p.m.

Clayton Library Center for Genealogical Research
5300 Caroline ,Houston, Texas 77004 ,
(832) 393-2600

Clayton Library is hosting a Lineage Fair where interested individuals can come and talk with representatives from local chapters of lineage societies. Each lineage society will have information available about their society. In addition, there will be mini-seminars conducted all day long. A list and sign-up sheet of the available seminars will be available at the front desk of Clayton Library beginning in October. Seating for the seminars is limited so please sign up early.

Please see Bryan Fox, he could use a couple of volunteers.

The Commander's Corridor

Can you believe that it is already October! Was not it great to see and hear Danny Sessums again! Thanks to Peter, our speakers have been great. This is a time in our history where we as a historical heritage organization need to continue to appreciate our ancestors and what they fought for. Did you all know that our camp is over a hundred years old? This really shows, I believe, the wonderful heritage we celebrate as an organization. Remember, please rsvp, so as we can get a good estimate of attendance to tell the Briar Club. Look forward to seeing all of you at the meeting.

Raymond Holder, Commander

Albert Sidney Johnston camp # 67 of Houston, Texas





This Day in Confederate History – Oct

“The Gettysburg speech...is poetry, not logic; beauty, not sense. Think of the argument in it. Put it into the cold words of everyday. The doctrine is simply this: that the Union soldiers who died at Gettysburg sacrificed their lives to the cause of self-determination – that government of the people, by the people, for the people, should not perish from the earth.

It is difficult to imagine anything more untrue. The Union soldiers in the battle actually fought against self-determination; it was the Confederates who fought for the right of their people to govern themselves.”

H.L. Mencken

1 Oct 1864 – Mrs. Greenhow Drowns

Mrs. Rose O’Neal Greenhow is a relatively famous person of the War years, about whom relatively little is known. She was arrested on many occasions over the course of the war years, on a number of charges or none at all. The actual offense of which she was suspected was espionage, but to try a woman on a capital charge would have brought on an uproar. She was deported several times to the South, and had finally gone on a mission to Europe. She was returning today when her ship, the British blockade runner Condor, ran aground while being pursued by the USS Nippon outside New Inlet, N.C. Carrying papers and a reputed \$2000 in gold in a bag around her neck, she demanded to be put ashore in a small boat. The boat capsized in the surf and, pulled under by the gold, Mrs. Greenhow was drowned.

2 Oct 1863 – Chattanooga

It was bad enough for Gen. William S. Rosecrans and his army penned up in Chattanooga. Gen. Bragg’s Confederate forces controlled all the roads to the south, the road to Bridgeport to the north, and the Tennessee River besides. Joe Wheeler’s cavalry troops were rampaging in the rear, cutting off most of what few supplies were getting through over the rough trail through Walden’s Ridge and the Sequatchie. Encounters with Wheeler’s men led to skirmishes in Anderson’s Cross Roads, Valley Road around Jasper, and over by Dunlap, Tenn. What Bragg did not know, however, was that down the road from Bridgeport was about to come marching 20,000 men and 3,000 horses led by Gen. Joseph Hooker. The 11th and 12th Corps of the Army of the Potomac had made the almost 1200 mile journey in just over a week.

3 Oct 1863 – Bayou Teche Campaign

Gen. Nathaniel P. Banks set off today on yet another attempt to secure Texas for the Union once and for all. As he was leaving from the vicinity of New Orleans, and as he had already tried once and failed at going through Sabine Pass, he decided on a different route this time. Orders were issued to the men of Maj. Gen. William B. Franklin to move westward, and today they departed from their bases at Berwick Bay and New Iberia, both in Louisiana. Their target was a waterway known as Bayou Teche. The ultimate goal, again, was to reach the Sabine. The campaign would last for more than a month.

4 Oct 1863 – Gettysburg Burials

After the battle of Gettysburg, as after all battles, parties were detailed to bury the dead, usually where they fell. As the dead were many and the burial parties few these efforts were often sketchy, and the armies had barely moved out of town before the “resurrections” began. Some of these body removals were done by grieving relatives wishing to take their kinfolk home for proper funerals. Other reappearances resulted from weather washing the dirt off the rude graves. The organized effort to disinter all the corpses for relocation to the National Cemetery then in the planning stages did not begin until much later. A problem promptly arose from the fact that the July heat had not been kind to the corpses. It was decided today that due to the advanced state of decomposition, reburials could not be done until after the first frost stabilized the ground. The first frost did not come to Gettysburg in 1863 until October 25.

5 Oct 1863 – David & Ironsides

The blockade was strangling the Confederacy, and nowhere worse than Charleston Harbor. Almost any plan or device that promised even a hope of breaking the blockade would be tried, and one of the odder vessels of the War sailed today. Not exactly a submarine, but very low in the water rode the CSS David. She had a 10 foot spar on her bow, to which was attached a 60-pound bomb. Sailing in the evening twilight she headed for the USS New Ironsides, getting very close before being spotted. She rammed, the bomb exploded, and a huge column of water jumped out of the harbor, falling directly back down...on the David, extinguishing her boiler and nearly swamping the boat. The captain and most of the crew, assuming the ship was doomed, leaped overboard and were picked up by Union ships. The engineer, named Tomb, stayed aboard because he could not swim. In all the excitement he got the boiler relit and sailed David back to safety. The New Ironsides was damaged badly enough to have to leave the blockade for repairs.

6 Oct 1861 – Pony Express Terminated

Its connection with the War is slight. Its significance was really rather small in the great scheme of the advancement of communications technology. The Pony Express it was called, and was hailed as a great innovation in a day when the former method of getting mail to California consisted of sailing ships around Cape Horn. In fact a similar relay system had existed in the days of ancient China; as of today, however, it existed no more in North America. The Pony Express went out of business on this date.

7 Oct 1862 – W.E. Gladstone's Comment

It would probably not cause great excitement in the United States today if the Secretary of the Treasury commented on political activities in another nation undergoing a civil war. It caused huge excitement, however, when the British Chancellor of the Exchequer made such a statement. The chancellor in question was W.E. Gladstone. He announced today that Jefferson Davis and his leaders had "made a nation" and he anticipated "the success of their fight for separation." As recognition of the Confederate States of America was most emphatically not the policy of Her Majesty, the remarks were as heavily criticized in England and they were celebrated in Richmond.

8 Oct 1864 – CSS Shenandoah

A lovely new steamship departed the docks of London today, the name Sea King painted on her stern and printed on her papers. Another vessel, the S.S. Laurel departed the same docks at the same time. They both just happened to be bound for Madeira Island in the mid-Atlantic. There some sleight-of-hand would take place. Passengers on the Laurel included Lt. James I. Waddell of the Confederate States Navy and a large number of seamen in the same employ. Cargo on the Laurel included a large number of un-mounted guns, gunpowder suitable for Navy cannons, and other provisions for a long sea voyage. In Madeira a swap would be made, with Waddell and his erstwhile co-passengers taking charge of the Sea King and mounting the cannons on her decks and stocking her with the provisions. The last act would be to change her name, and the last great Confederate commerce raider, Shenandoah, would be in business.

9 Oct 1862 – Jeb Stuart in Pennsylvania

After the ferocity of the last Confederate invasion of Maryland, which ended with the battle of Antietam Creek in Sharpsburg, Md., it was hardly to be expected that any other such incursion would be attempted so soon. Therefore that was exactly what James Ewell Brown Stuart did today, leading his cavalymen across the fords of the Potomac River into Union territory. By nightfall he was at Chambersburg, Pa., and he was not a comfortable guest to have. Every telegraph line in the route of march was cut or torn down, every horse of any possible military use was taken, and then he started burning public buildings and records. McClellan, as usual, did nothing.

10 Oct 1862 – Battle of Perryville, Ky

The biggest battle of the Civil War to occur in Kentucky had been over for two days now. Confederate Gen. Braxton Bragg, although heavily outnumbered, had fought well enough that the Union forces had pulled back. Realizing that the numbers still left the odds against him, Bragg began to withdraw towards Tennessee as well. Today fighting still went on around the edges of both forces. Skirmishing took place in Harrodsburg and Danville Cross Roads, Ky. Bragg was attempting to move south and east, and having a difficult time of it.

11 Oct 1862 - Raphael Semmes & CSS Alabama

Captain Raphael Semmes, Confederate terror of the seas, took yet another prize out in the North Atlantic today. The CSS Alabama took on the Manchester off the coast of Nova Scotia, and in a competition between an armed warship and an unarmed cargo vessel, the outcome was pretty much as you would suspect. Interestingly, Captain Semmes noted in his log the fact that his victim was carrying fresh newspapers out of New York. "I learned from them where all the enemy's gun boats were, and what they were doing," he said. "Perhaps this was the only war in which the newspapers ever explained, beforehand, all the movements of armies and fleets, to the enemy." It would not be the last such war.

12 Oct 1861 - Confederate Commissioners

The blockade runner Theodora slipped successfully out of Charleston harbor, South Carolina today on a mission that would prove momentous. Under cover of storm and darkness she carried John Slidell of Louisiana and James Mason of Virginia, Commissioners of the Confederacy to France and Britain respectively. Their mission was to be to persuade the governments to which they were being sent to recognize the existence of the Confederate States of America as a sovereign and independent nation. United States Navy Secretary Gideon Welles knew all about their mission and ordered US vessels to intercept them if possible--but Welles thought they were on a ship named CSS Nashville and confusion ensued.

13 Oct 1864 - Mosby's Raiders

John Singleton Mosby was technically a cavalryman, but really belonged to that category known as "Confederate raiders." Rather than scouting and screening for an army of infantry, he and his men operated independently, taking supplies, tearing up communications lines, and generally raising hell wherever they could. They raised a great deal today when they tore out some railroad tracks. The next train along naturally derailed, and Mosby's men pounced. Great was their glee when they discovered the Army payroll was on board. Relieving the two Union paymasters of \$173,000, they compounded their nuisance value by burning the train.

14 Oct 1864 - Shenandoah Valley

The continuing conflict between the Confederate cavalry expedition of Gen. Richard Early and his Union opponent Gen. Phillip Sheridan continued apace today. Over the last few weeks this venture, intended as a side venture to pressure Grant to send troops to suppress it and thereby relax the siege of Petersburg, had turned very sour indeed for Early. Since Sheridan had come East and been given the assignment to catch, kill, or drive him away things had gone from bad to worse. Skirmishing occurred today on Hupp's Hill, Virginia, and not far away at Duffield's Station, West Virginia. Both were near the town of Strasburg. The two armies were now just a few miles apart and moving slowly.

15 Oct 1863 - CSS Hunley

The CSS Hunley was a most ungainly vessel, not surprising in view of the fact that parts of it had started life as a steam boiler. Horace L. Hunley, financier and creative thinker, looked at this cylinder and saw a submarine, and after much tinkering, cutting, installation of a crank and a screw which the crank would turn, and other necessities, it was time for action. She sailed out into Charleston Harbor with Hunley himself at the helm. The official report stated "The boat...disappeared at 9:35 a.m. As soon as she sunk, air bubbles were seen to rise to the surface of the water, and from this fact it is supposed the hole in the top of the boat by which the men entered was not properly closed." Despite the fact that she had already killed one other crew earlier, the Hunley was raised again, although with the intention that she be used as a ram rather than a submersible.

16 Oct 1861 - Forging an Army

Jefferson Davis was learning, on the job, the perils of creating a new government, new institutions, and particularly a new army from scratch. The Confederate States of America essentially had no army as a nation, just whatever troops were volunteered by the governors of the several states. Furthermore the men themselves were quite insistent that they remain under the command of men from their own state, and if possible stay in their state's borders. This made it very hard to create a coherent corps structure to defend the nation as a whole. Volunteers from Kentucky who had come to fight for the South requested to return home now that fighting was occurring there, and were very irate when Davis refused them.

17 Oct 1862 - Draft Dodgers

In the initial days of the War recruiting soldiers was not a problem: men on both sides flocked to the colors, looking for glory, excitement, adventure, or because they wanted to impress their girlfriends. A year and a half of blood, mud, marching and measles had disabused many of any notion of the romance of war. But the needs for manpower were greater than ever, and so a draft was instituted in the United States. Popularity of this measure was somewhat lacking, even in states which were otherwise strong Union supporters, such as Pennsylvania. Militia forces had to be called out in Berkley, Luzerne County, to put down opposition to the draft.

18 Oct 1862 - John Hunt Morgan

John Hunt Morgan belonged to that class of Confederate horsemen known as "cavalry raiders." His mission, essentially, was to ride around Tennessee and Kentucky wreaking havoc with Union activities, breaking communications, isolating advance forces, and confiscating supplies. Along with occasional forays into southern Ohio and Indiana to sow fear, panic and pacifism in the Union itself, he accomplished his assignment well. Rarely did his men engage in pitched battles, but one of these occasions occurred today. They met and fought Federal cavalry near Lexington, Ky., today, beat them, and forced them back into the town. They went on to capture the garrison and then moved off, towards Versailles.

19 Oct 1864 - Confederate Raid in Vermont?

In the northernmost land event that could be considered part of the Civil War, a group of some 25 Confederate sympathizers slipped across the border from Canada into St. Albans, Vermont, planning to burn several towns and rob banks for funds for the cause. They got away with some \$200,000 before townsfolk organized resistance and chased them back to Canada where they were arrested. Only \$75,000 of the stolen money was recovered.

20 Oct 1863 - Confederate Ships Seized in Liverpool

At the beginning of the War the Confederacy, realizing that it simply did not have enough warships, had begun contracting to have new ones constructed, primarily in the great shipyards of Liverpool, England. Although technically in violation of British "neutrality", much of this was winked at as contractors were making money hand over fist. Finally, though, the US representatives got through to foreign secretary Lord Russell to point out a coincidence: Two rams known as "294" and "295" were very close to being finished. At the same time huge numbers of Confederate naval officers seemed to be finding their way to English shores. How alarmed Lord Russell was at the threat of war with the United States if the ships were released is unknown, but today he put the final nail in the coffin: the ships were quietly seized by Her Majesty's government. The "Laird rams", as they were known, never saw Southern service.

21 Oct 1861 - Yankee Disaster at Ball's Bluff

It is hard to tell who was more to blame for the Union fiasco, the overall commander Brig. Gen. Charles P. Stone, or the man on the scene, Col. Edward D. Baker, former senator from Oregon and personal friend of Abraham Lincoln. Using boats which were too few and too small, Baker ferried some 1700 troops across the Potomac River to the base of this bluff, just downstream from Edwards Ferry. They clambered to the top of the cliff and set to fighting Confederates under Brig. Gen. Nathan G. "Shanks" Evans. As more Confederates came up the Federals started to fall back, only to find the bluffs at their back. They scrambled down as best they could, swamping the boats, trying to swim, or scrambling along the banks to escape. Baker preserved his reputation by being shot dead and becoming a martyr. Stone was accused of treason and worse and thrown into prison. The hero of the day, Shanks, never received promotion or recognition, in part because he had a reputation as a drunkard.

22 Oct 1861 - Ball's Bluff Aftermath

The survivors of the Army of the Potomac were still straggling back across the river (those who hadn't drowned, been captured or run away that is) as the word of the Union defeat began to hit the newspapers of Washington and Richmond. As the news spread across the telegraph wires of the country, the magnitude of the losses had a very disturbing effect on the North. The loss at Bull Run earlier in the summer had been bad enough, but now this second foray into Virginia meeting a similar repulse made it clear that the War would be much longer than expected. The death of Colonel (and former Oregon Senator) Edward D. Baker was also the cause of much wailing, despite the fact that it was his own poor planning that led in large part to his own demise, along with many others of his command.

23 Oct 1861 - Confederate Privateers

In these early days of the War, the Confederacy found itself distressingly short of ships. Transport ships, warships, river vessels, ocean-going ships...there hadn't been many to begin with, many of those had been destroyed by Union forces to prevent their capture, and in the end the South had not wound up with many. In hopes of making up some of the difference, the Confederate navy department had authorized the issuance of "letters of marque", essentially allowing privately owned ships to act in the interests of Confederacy in attacking Union shipping. One such, the Savannah, had not been successful in her attack and had been captured. Her officers and men had been captured, and today went on trial in New York. The charge: piracy. Possible penalty: death by hanging.

24 Oct 1861 - Transcontinental Telegraph Completed

Famous in history and celebrated in song and movie is the famous "golden spike" which completed the railroad across America. In many ways just as significant, but nearly forgotten, was today's completion of the first telegraph line to run all the way across the country. Western Union company had already constructed lines from the Pacific to Sacramento, and the one from the East had been through to Denver for some time. Today's celebration was in honor of the final segment, from Sacramento to Denver. The first effort was fragile and frequently broken by wind, snow, ice, animals, Indians and other forces.

25 Oct 1862 - McClellan's Moping

The Battle of Antietam Creek, at Sharpsburg, Maryland, had occurred more than a month ago. The Army of Northern Virginia, unhampered by any pressure from Gen. George McClellan, had withdrawn back across the Potomac River and was busy rebuilding itself in peace. Meanwhile, McClellan had undertaken no offensive action at all. A vastly better organizer and administrator than a combat leader, McClellan busied himself in trivialities, such as a telegram he sent to the War Office today complaining that his horses had "sore tongues" and were fatigued.

26 Oct 1864 - Demonstration at Decatur

The Army of Tennessee "demonstrated" today on one bank of the Tennessee River, across from which was the Union-occupied city of Decatur, Ala. This demonstration consisted primarily of marching around and occasionally firing off a volley of gunshots, to give the impression of a larger force and possibly alarm the Union commander into falling back from the position. The Union commander did not do anything of the sort, so the Confederates abandoned hopes of crossing there and proceeded westward to another ford.

27 Oct 1864 - CSS Albemarle

The CSS Albermarle, one of the last warships built by the Confederacy, had caused instant terror in the hearts of the US Navy on the Roanoke and James River areas of Virginia. Lt. William B. Cushing, USN, with 14 crewmen, set forth on a steam cutter, with a launch in tow, up the Roanoke to deal with their foe once and for all. In rain and darkness they were able to approach within a few hundred feet before being detected. The scene now lit by a huge bonfire on shore, Cushing and his ship were shot at both from the ram and the shore. Worse, they could now see the ship was surrounded by a protective boom of logs. He circled to build up speed, crashed over the boom, and personally lowered and set off the torpedo boom. The ramship fired simultaneously and both ships exploded. Cushing, ordering "abandon ship", tried to get his wounded friend John Woodman to shore with him but failed. Cushing, in fact, was the only one to escape, as the others were killed or captured.

28 Oct 1862 - Confederate Naval Raiders

The Federal steamer Alleghanian was anchored at the mouth of the Rappahannock River, thought to be safe territory. A landing party led by Lt. John Taylor Wood, CSA, crept aboard the vessel as it was preparing to sail for London. They set it afire and escaped in the confusion. The ship was loaded with guano, or bat defecation, the finest fertilizer in the world.

29 Oct 1862 - CSS Albemarle, aftermath

The dreaded CSS Albemarle was no more, thanks to the courage of Lt. William B. Cushing and the sacrifice of his men who had taken small boats from the USS Shamrock up the Roanoke River and blown her up with a spar torpedo. Cushing himself was the only one to both survive the sinking of his own ship and escape capture by the Confederates, and as soon as he made his way back to Union lines plans had started to exploit the accomplishment. Today Commander Macomb took five ships up the Roanoke while sending a sixth, the USS Valley City, up the nearby Middle River, in hopes of taking out Confederate artillery there. Alas, the expedition got only as far up the Roanoke as the site of the sunken USS Southfield, which blocked half the channel. It turned out that the other half was now blocked as well, by a couple of schooners creative Confederates had towed there and sunk. There was some long-range shooting at the offending artillery, then everybody steamed for home.

30 Oct 1864 - Nathan Bedford Forrest's Navy

Nathan Bedford Forrest was a cavalry officer, but he was also a commander of considerable cunning and creativity. This explains how he came to be fighting a naval battle today. On the Tennessee River near Ft. Henry, Forrest was trying to get his men across the river, but was being hampered in the effort by Union gunboats. In characteristically direct fashion, Forrest set up a battery of guns and started firing. Acting Master Bryant of the USS Undine heard the firing and steamed off to investigate, whereupon the guns were turned upon her. Other vessels likewise came to either investigate or assist, and by the end of the day were all under new management. Two of the ships captured were troop transports, so there was no more trouble crossing the river.

31 Oct 1863 - Confederate Naval Academy

As grim in many ways as the summer fighting season of 1863 had been for the Confederacy, the new nation still had plans for the future. In witness thereof, improvements were being made to the Confederate Naval Academy, where the new generation of Southern patriots could be trained in the arts of the sea. As important as academic classroom work was, in mathematics, navigation and the like, there is no way to learn about the sea without a ship to practice on. One was acquired today, and the CSS Patrick Henry was brought to her moorings at Drewry's Bluff on the James River. Many of the dreams begun here would not come to fruition: the Patrick Henry would later be moved closer to Richmond for safety.