

THE "OLD LINER" NEWSLETTER

,Gettysburg's 4th Ohio Volunteers Monument to Make Return

Feb. 5, 2004 –Courtesy CWI Premium- There's an old joke among Gettysburg rangers and guides that all the monuments in the park are taken down every fall and put into storage until spring. The tale has a grain of truth in the case of the monument to the 4th Ohio Volunteers--it's been in storage since the 1970s.

The memorial on Cemetery Hill has been marked only by its foundation for over a quarter of a century, monument preservation specialist Vic Gavin told the Mt. Vernon (OH) News, but it's getting ready to make a comeback. The first stage of the project was to determine whether the foundation was in fact still usable. "The first foot or so needs to be repainted since it was exposed to the weather," Gavin said. "But we determined we could use the foundation."

The foundation may not have to be entirely replaced, but it still needs some work because it was part of the statue's problem in the first place. As originally installed, the monument was 32 feet tall, with the almost-obligatory statue of a Union soldier on the top. The statue, like many of the time, was made of a material then called "white bronze," which looked bright and shiny and very attractive when new.

Unfortunately "white bronze" is composed almost entirely of zinc, which, besides being very brittle, copes poorly with extremes of heat and cold normal in northern states. Communities all across the country are undertaking repair work on their



US Park Service photo

Civil War monuments made of the material.

The one in Gettysburg was no different. It began to weaken, and then tilt. The movement put a strain on the column of the monument, and then on the foundation, which cracked.

A stainless steel plate arrived recently at Gavin's workshop, where he will fabricate it into the form needed to strengthen the foundation and create a new base on which the monument can be replaced. The foundation will be thoroughly cleaned before putting an anchor on it.

There will also be another part of the foundation poured on top to replace the part that was exposed. That will be done this spring when warmer weather appears. According to Gavin, as soon as the foundation is poured, they can measure it and begin the fabrication process on the steel. The exact measurements of the new

foundation are needed to anchor the column to it.

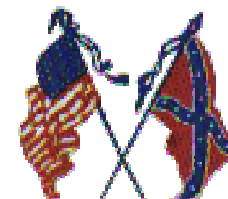
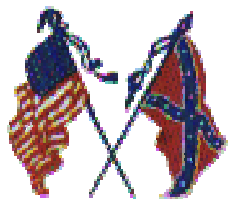
Gavin said he expects the foundation to be completed by May or June, with the overall project scheduled for completion sometime around September.

"So much of the work has to be done onsite and in the monument, I was leery of bringing in someone from the outside to work on it. Some will be done by me and some by our restoration guys," Gavin said. "I look at this as a personal challenge. I came here in January 1996 and we did the first drawings on it in March. I've always wanted to get this monument done."

The monument is being restored using money raised by the Henry B. Banning Camp 207, Ohio Sons of Union Veterans. The camp began raising money for the project a few years ago, soliciting funds from individuals, groups and companies from Knox and the other Ohio counties which supplied men to the 4th Ohio. Nearly \$25,000 was raised to restore the monument. At Gettysburg, the 4th was part of the Second Corps, which fought at Cemetery Ridge, holding off a Confederate charge on the second day of the battle. Because of the importance of that battle, a monument was dedicated Sept. 14, 1887.

The 4th Ohio was recruited from Knox, Delaware, Hardin, Wayne and Stark counties, organized June 4, 1861, at Camp Dennison in Columbus, and sent to West Virginia. The soldiers participated in the battles of Antietam, Fredericksburg, Chancellorsville, Spotsylvania, Cold Harbor and Petersburg, as well as at Gettysburg.

The regiment was at Appomattox Court House when Confederate Gen.



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Robert E. Lee surrendered his army. It is one of just a handful of regiments which fought from the beginning to the end of the war.

Hunley Launch Remembrance Starts Buildup to Crew Funerals

Feb. 19, 2004 –Courtesy CWI Premium- A small ceremony by re-enactors in Confederate uniforms at Breach Inlet on the north end of Sullivan's Island in Charleston Harbor, commemorating the first and last attack of the CSS Hunley, marked both the 140th anniversary of the event and the start of a number of ceremonies which will culminate in the burial of the vessel's crew in April. Tuesday also saw the official release of the Mort Kunstler painting of the Hunley's launch, featuring the first depiction in art of both the boat's true appearance and, to some degree, the faces of her crew. The painting, prints of which are being used by the Friends of the Hunley as a fundraiser, is based partly on preliminary versions of facial reconstructions done by scientists studying the crew's remains.

Major events will commence the week of April 11, the Charleston Post & Courier reported, when the final facial reconstructions will be unveiled, along with biographies of the crew. Researchers from forensic anthropologists to genealogists have been working on this project since the Hunley recovery and restoration project began.

The week-long observance will include lectures, ceremonies, vigils, and other activities, culminating in the burial of the remains at Magnolia Cemetery in Charleston on April 17.

Charleston officials are preparing for a possible 50,000 people to attend the ceremonies, particularly the procession and funeral itself. Magnolia Cemetery is also the final resting place of two other crews who died on the Hunley when it sank in testing and practice dives, including Horace L. Hunley, the financier who put up the money to have the boat built.

"We are into the home stretch now," Hunley Commission Chairman Glenn McConnell said Monday. "Very shortly, we will reunite all three crews in port."

Warren Lasch, chairman of Friends of the Hunley, expects the burial to be the most poignant moment in the project's history; save perhaps for the moment the submarine was raised on Aug. 8, 2000. Lasch said that giving the crew of the H.L. Hunley a proper burial is one of the project's main goals.

"It has always been about the crew," Lasch said. "Everything we have encountered, everything we have had to overcome, we have done it for this brave crew."

Organizers are scrambling to coordinate nearly 2,000 people, many of them Confederate re-enactors, who have signed up to make the 4.5-mile march from White Point Garden

on the Battery to Magnolia Cemetery. Kay Long, a member of the commission's burial committee, is coordinating events, signing up volunteers from as far away as Australia, and sternly forbidding any attempt to inject current-day politics into the observances.

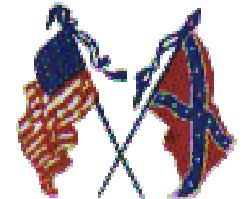
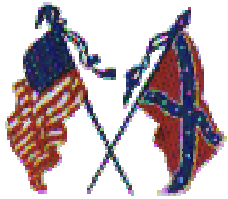
"It is a funeral, not an event, not a flag rally," Long said. "It will be done with the dignity and honor that these men so richly deserve. It will be history in the making." Long said that plans for the crew's burial have attracted interest from several countries and most states. It is not only the Civil War significance of the crew; it is their place in maritime history that resonates with many people.

Before the day of the funeral, the crew will lie in state on the aircraft carrier Yorktown at Patriots Point on April 12 and 13, at John Wesley United Methodist Church on April 14, the Cathedral of St. John the Baptist on April 15, and the Church of the Holy Communion on April 16. The Hunley made its indelible mark on naval history when it left Breach Inlet shortly after 6 p.m. on Feb. 17, 1864. Propelled by men sitting on a bench and turning a metal crank, it traveled four miles off the coast and sank the USS Housatonic, a Union blockade ship, before disappearing at sea.

What happened to the Hunley after the Housatonic exploded is a mystery which has not been solved even by the recovery and excavation of the boat. Witnesses ashore claimed that they saw the flash of a blue lantern, which was the signal to be given by Hunley's commander George Dixon after the mission was accomplished, but the boat was never seen again by anyone alive that night. The remains of each crewman were



Graves of the first two Hunley crews in Magnolia Cemetery
(Don Worth photo courtesy www.civilwaralbum.com)



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found as if they were sitting quietly at their posts as they died.

Contributors Withdraw Endorsements of Eicher's Gettysburg Photograph Book

March 5, 2004--The controversy sparked by the release of David Eicher's book "Gettysburg Battlefield: The Definitive Illustrated History" has flared up again with the announcement that Civil War historian and Princeton University professor James McPherson has asked that his forward be removed from future printings of the book and his name taken off all promotions and endorsements of the work. Wayne Motts, Gettysburg resident and Licensed Battlefield Guide, has also asked the publisher, Combined Books, to remove an essay he contributed to Eicher's book from future printings. Controversy over the book arose shortly after its publication last year when William Frassanito, the author of a number of books on historic Gettysburg photography, claimed that Eicher had plagiarized photos from his works. Frassanito noted several instances in which evidence indicated the photos in question had simply been scanned out of his pages and put into Eicher's book, without either payment, permission or a credit to Frassanito as the source. In other cases citations listed photos as being in collections other than their actual locations, considered both a lapse in ethics and a hindrance to future researchers. Many of those photos, Frassanito says, were in obscure collections or private hands which he spent decades locating and making available to the public through his books. Copyrights on original Civil

War photographs have long since expired and the originals are in the public domain. However, any photo published with modifications, such as a detailed close-up or other enhancement, becomes a new work and the copyright on that belongs to whoever did the work. The Adams County Historical Society raised a similar complaint, saying Eicher had used a photo from their archives without payment or proper credit. After the controversy arose Eicher offered the explanation that he had used the Frassanito photos as "placeholders" while working on the book, intending to go back to the original sources for each before submitting the work to the publishers. The Combined Books website has a note in the description of the book reading: "The work owes a debt to Gettysburg, A Journey in Time by William A. Frassanito, and, indeed, Eicher acknowledges Frassanito's groundbreaking research again and again as he compares views of the battlefield taken in the 1860's and afterward with gorgeous color photographs shot in the past few years. There is no attempt to duplicate Frassanito's work; Gettysburg Battlefield updates and supplements it." As of Thursday, March 4, the book still listed McPherson as author of the forward. An extensive discussion of the Frassanito/Eicher controversy, as well as a useful description of the proper uses and citations of Civil War era photographs, can be found at the website of the [Civil War Photography Center](#).

Civil War Hero To Get Name On New Boat

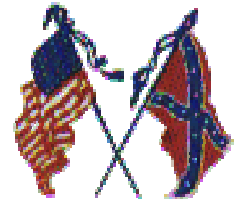
Feb. 17, 2004 -Courtesy CWI Premium- The US Army is getting its

first boat named after an African-American, a Civil War hero whose manner of joining the Union forces also involved an act of theft. The Major General Robert Smalls will be christened at its construction site in Pascagoula, Mississippi, in April. Smalls was a skilled tradesman at the age of 23, the pilot of a ship used to transport goods, often including Confederate military supplies, through the very tricky channels of Charleston Harbor and environs. The job became even more difficult when Union naval forces established a blockade of the harbor to discourage such shipping ventures.

Smalls was a slave, as were the rest of the workers on the ship, the Planter. In May of 1862 Smalls and the others took advantage of the fact that their owner frequently disregarded a rule that slaves were not to be allowed to stay on ships in port overnight unless the owner was also on board.

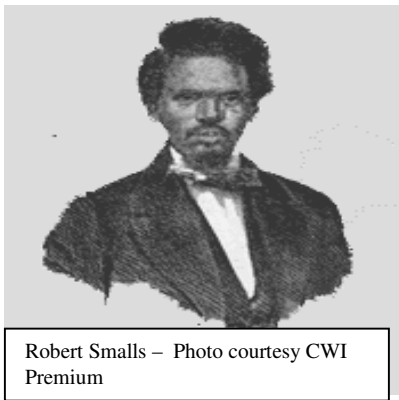
Before morning, Smalls and his crew quietly slipped out of the dock and picked up a number of other slaves, including his wife and children. Timing it so, as one witness said, Confederate sentries could see that men were aboard but not whether they were black or white, Smalls added the precaution of the captain's hat, which he pulled down over his face to further disguise his color. The Planter headed past the guns as if taking their usual route before turning out to sea to meet the blockade ships. As they got nearer, they took down the rebel flag and hoisted a white sheet, just in time to keep from being fired on by the nearest Union ship.

Besides the ship itself and its crew, Smalls brought to the blockaders records of Confederate defenses and other valuable information,



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particularly about the mines which had been planted in the waters of the harbor. He was eventually allowed to continue in control of the Planter due to his knowledge of the harbor, making him the first African-American to command a United States ship. He later served as pilot for other vessels, including blockade Admiral Samuel DuPont's flagship USS Wabash. After the war he was made an officer of the South Carolina



Robert Smalls – Photo courtesy CWI Premium

militia, rising to the rank of major general. Smalls also served in the US House of Representatives during the Reconstruction era.

Smalls served for nearly 20 years as the U.S. collector of customs in Beaufort, S.C., where he owned the house in which he had been a slave. Smalls' home is now a national historic landmark.

The vessel which will bear Smalls' name into a new century is under construction at VT Halter Marine Inc. in Pascagoula. Being built at a cost of \$25 million, the ship will be 314 feet long and 60 feet wide, with a payload of 2,000 tons, the Columbia State newspaper reported.

Brig. Gen. Brian I. Geehan, the service's transportation chief at Fort Eustis, made the decision to name the ship after Smalls, a post spokeswoman said. The Office of the

Chief of Transportation manages the Army's vessel-naming program. The USAV Major General Robert Smalls will be assigned to the Army Reserve with its home port in **Baltimore**.

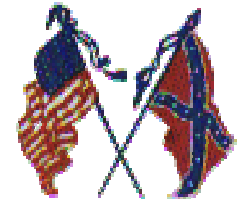
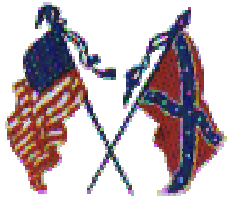
For more information about Robert Smalls, see the Robert Smalls Legacy Foundation Web site, robertsmalls.org.

Time for Another Trip to Visit Dan Sickles Leg!

Feb. 20, 2004- Courtesy CWI Premium- Has it been too long since you took time to pay your regards to the only parts of Gen. Dan Sickles still left above ground, the leg bones struck off by a cannonball while he was busy winning the Battle of Gettysburg? Rejoice, for a new opportunity has arisen for a trip to the National Museum of Health and Medicine at Walter Reed Army Medical Center near Washington. That institution, which began as the Army Medical Museum during the Civil War, has recently opened a new exhibit called "Battlefield Surgery 101: From the Civil War to Vietnam." Drawn exclusively from the museum's historical archives and historical collections, "Battlefield Surgery 101" presents the highlights of the evolution of military surgical activities over the last 140 years through a selection of photographs and 19th- and 20th- century artifacts. The exhibit examines how the military operating room has evolved over time and changed with technological advances, and also illustrates the challenges faced by the men and women who worked there. "In addition to being a scientific and medical institution, the National Museum of Health and Medicine has its strongest connection to the

military," Adrienne Noe, the museum's director, told the Fort Detrick Standard. "The exhibit, 'Battlefield Surgery 101,' really informs that connection, at the same time that it reveals a part of the military battlefield experience that is not often appreciated elsewhere. The exhibit consists of more than 100 photographs that document the wounds of soldiers and operations performed by military surgeons both on and near the battlefield. The photographs, many of which have never before been seen by the public, illustrate how the military operating room changed and improved from the Civil War (1860s) to Vietnam (1960s). "We picked the photographs that will be displayed because they cover roughly 100 years of military surgery, as well as illustrate interesting components of military medicine over that timeframe," Noe said in a press release.

Artifacts from 20th and 21st century military conflicts are also on display, including German, Korean and American medical kits, a variety of different types of bandages used during times of war, American and European surgical sets and a selection of prosthetic limbs dating from the 1900s up to the present. "Most of the pieces making up this exhibit have never been displayed before, and while a few visitors may find some of this material disturbing, we believe it will help the public understand the challenges faced by those in harm's way and by those who care for them," Noe said. The museum is open daily from 10 a.m. to 5:30 p.m. It's located at Walter Reed Army Medical Center, 6900 Georgia Ave. and Elder Street, NW, Washington, D.C. For more information call 202-782-2200. Admission and parking are free.



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Editor's Note:

With this issue we continue the serialization of an article written about Mrs. Bradley Johnson by Mr. Gary Baker. Mr. Baker has written many articles on Maryland Civil War History and has an excellent web site at:

<http://www.geocities.com/Area51/Orion/3464/>

Many thanks to Gary Baker for granting BCWRT permission to reprint the following:

Heroine of the 1st Maryland Volunteer Infantry, CSA

By Gary Baker

Part II

Johnson's militia company was soon joined by hundreds of other Maryland volunteers. They were organized into a battalion of six companies. It was the custom at this time in both armies for units formed outside of the standing army to be sponsored by their native state, unless they were organized by prominent individuals who could afford to buy uniforms, weapons and camp equipment for their men. As Maryland had failed to secede, the Maryland Battalion was without state sponsorship, and no one within its ranks could afford to sponsor it privately. The State of Virginia offered to sponsor the Marylanders as a Virginia regiment, but Captain Johnson was adamant that while Maryland had not seceded from the Union, she should still be represented in the Confederacy by a Maryland unit. The deeds performed by her native sons serving in the Confederate Army should reflect only upon Maryland, not Virginia, or North Carolina, or any other state. Most of the Marylanders in the Maryland Battalion felt the same way. Since the Baltimore Riots in April and the subsequent bridge burnings in Baltimore and Harford County, Maryland had witnessed the occupation of Baltimore by Federal

troops, the suppression of newspapers that opposed the Lincoln administration, the arrest of newspaper editors who attempted to exercise their Constitutional right of free speech and the arrest of several members of the State's Legislature. Those arrested were held without trial in direct opposition to the writ of habeas corpus guaranteed by the United States Constitution. Many Marylanders felt that their beloved home by the bay had been invaded by a foreign power, and their emotions were fired by a new song, "Maryland My Maryland," which fellow Marylander James Ryder Randall had composed in April following the Baltimore riots. Playing of, and even owning the sheet music to "Maryland My Maryland" was outlawed in Maryland. (4)

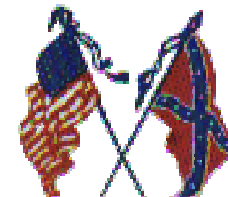
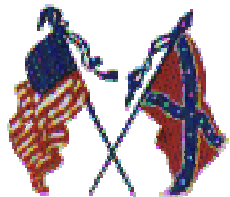
Thus, when Robert E. Lee, then the commander of Virginia's state military forces, sent Lieutenant Colonel George Deas, the Inspector General of the Provisional Army of the Confederate States to Harper's Ferry to inspect the measures that Colonel Jackson had taken to defend the garrison, Captain Johnson took the opportunity to convince Colonel Deas to muster his command into the Confederate Army as a Maryland unit. On May 22, 1861 the Maryland Battalion, C.S.A. was born. Shortly after Deas' departure an additional two companies of Marylanders who had organized in Richmond arrived at Harper's Ferry. (5)

On paper the 800 man Maryland Battalion looked like a formidable unit. But with the exception of Johnson's Company A., few men had brought with them side arms, and Johnson's men carried an assortment of outdated muskets and pistols. Most of the men in the battalion had slipped across the Potomac with only the clothes on their back and perhaps a change of underwear. The battalion was a military unit without uniforms, camp equipment, cooking pots,

muskets, ammunition and practically everything else that it took to put a unit in the field. It was a unit with no sponsorship, and no means of purchasing the items needed in order to go to war. This obstacle was soon overcome in a most unique manner.

Shortly after Captain Johnson had established himself at Harper's Ferry, his wife joined him there. A native of North Carolina, granddaughter of the Honorable William Johnson, Chief Justice of the United States Supreme Court, and the daughter of one of that state's most prominent citizens, Jane Claudia had spent her entire life in relative comfort. Her father, Romulus Mitchel Saunders, had served as Attorney General and Justice of the State Supreme Court. He had represented North Carolina as a Congressman from 1819 to 1844, had been the Speaker of the North Carolina House of Commons, and had served as the United States Minister of Spain from 1845 to 1849. During her father's tenure in Spain, young Jane Claudia had befriended "Eugenie di Montijo, Countess of Teba," (6) who later became the Empress of France. Mrs. Johnson quickly adapted to the rigors of camp life. However, the hardships that she bore to be with her husband were trivial compared to the anguish and despair that she witnessed daily in the eyes of her husband and his men. Here were men who had left their families and friends, their homes and careers, to fight for a cause that they deeply believed in. But they had nothing to fight with, nothing but their spirit. Jane Claudia soon became determined to resolve this problem. She would turn to her father and his political contacts to find the weapons and equipment that the Marylanders needed.

On May 24th, in the company of Captain Wilson Nicholas, Company G., and Lieutenant George Shearer, Company A., Mrs. Johnson left Harper's Ferry for



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Raleigh, North Carolina, by way of Alexandria. She carried on her person an order signed by Colonel Jackson requesting that immediate transportation be provided to her and her party. When Jane Claudia and her escorts reached Leesburg, they discovered that Federal troops had crossed the Potomac that very day, and occupied Alexandria. With rail transportation to Richmond severed, the party back tracked to Harper's Ferry and made their way to Richmond via Winchester, Strasburg, and Manassas Junction. These communities would soon become very familiar names to the soldiers of the First Maryland Infantry. Jane Claudia arrived in Raleigh on the 27th. The following day Mrs. Johnson's father arranged for her to meet with the Governor of North Carolina, the Honorable Thomas Ellis, and the State Council. "Governor and gentlemen," she addressed the council, "I left my husband and his comrades in Virginia. They have left their homes in Maryland to fight for the South. But they have no arms. I have come to my native State to beg my own people to help us. Give arms to my husband and his comrades so that they can help you." (7) Without debate North Carolina's State Council drew up an order for 500 Mississippi Rifles, and 10,000 cartridges.

It so happened that at the time of Jane Claudia's arrival in Raleigh, North Carolina's Constitutional Convention was in session. That night, after meeting with Governor Ellis, Mrs. Johnson attended a public meeting of the convention. Presiding over the convention was former Governor David S. Reid. A number of prominent and wealthy citizens were in attendance. Somehow Mr. Reid was convinced to allow Mrs. Johnson to address the convention. After hearing her speak about the needs of the Marylanders, the Honorable Kenneth Rayner took up Mrs. Johnson's cause and addressed the assembly:

"If great events produce great men, so in the scene before us, we have proof that great events produce great women, It is one that partook more of the romance than the realities of life. One of our own daughters, raised in the lap of luxury, blessed with the enjoyment of all the elements of elegance and ease, has quit her peaceful home, followed her husband to the camp, and leaving him in that camp, has come to the home of her childhood to seek aid for him and his comrades, not because he is her husband, but because he is fighting the battles of his country against a tyrant." (8) The crowd was deeply moved, and many of the people in attendance dug into their pockets and donated money to aid the Marylanders, who Mr. Rayner had exclaimed "were fighting our battles with a halter around their necks." (9) Mrs. Johnson received nearly \$10,000 in donations before the meeting was adjourned.

Though she had traveled far, and had not seen her family in quite some time, Mrs. Johnson put aside the temptation to stay and visit with them for a few days. By order of A. R. Chisolm, Aide-de-Camp to General Beauregard, the "Conductor of train from Winchester to Harper's Ferry will detain the train one hour of more for arms which are in charge of the bearer." (10) Once the crates containing Mrs. Johnson's Mississippi Rifles and ammunition were loaded on the train, Jane Claudia said her good byes and climbed aboard the train. She could have sat in the comfort of a coach, but this demure woman whose custom it had once been to ride in gilded coaches to the courts of the King of Spain and the Emperor of France, climbed into the box car and took up a seat atop her charges. As the train chugged steadily north, word of her story raced along the tracks ahead of her. At every whistle stop crowds came to applaud her, and to donate additional funds to her cause. By the time

the train rolled into Richmond she had over \$10,000 in cash on her person. In Richmond Mrs. Johnson met with John Letcher, the Governor of Virginia, and procured from him "a supply of blankets and camp equipage, consisting of camp-kettles, hatchets and axes," (11) and left with him an order for forty-one wall tents and assorted supplies. She then set out to rejoin her husband. When she arrived at Harper's Ferry on June 3rd she turned the Mississippi Rifles and ammunition over to the Confederate Ordnance Department, who in turn officially issued the weapons to the Marylanders. In return for the rifles the Ordnance Officer issued Mrs. Johnson a receipt, which read:

"Received, Ordnance Department, Harpers Ferry, Virginia, June 3, 1861, of Mrs. Bradley T. Johnson, Five Hundred Mississippi rifles, (cal. 54), Ten Thousand cartridges and Thirty-five Hundred caps.
G.M. Cochran Master of Ordnance." (12)

Notes:

(4) Scharf, J. Thomas, History of Maryland, Volume III, Tradition Press, Hatboro, Pa., 1967.

(5) Goldsboroug, Major W.W., C.S.A., The Maryland Line In The Confederate Army, 1861 - 65, Press of Guggenheimer, Weil & Co., Baltimore, 1900.

(6) Johnson, Bradley T., Memoir of Jane Claudia Johnson, Southern Historical Society Papers. Vol. XXIX. Richmond, Va. January-December, 1901, referred to as SHSP-Johnson

(7) Scharf, J. Thomas, History of Maryland, Volume III, Tradition Press, Hatboro, Pa., 1967.

(8) SHSP-Johnson and Scharf, J. Thomas, History of Maryland, Volume III, Tradition Press, Hatboro, Pa., 1967.

(9) IBID (10) SHSP-Johnson

(11) IBID

(12) IBID

Next month: The regiment goes to war.