



The Cape Fear Civil War Round Table

The *RUNNER*

Newsletter of The Cape Fear Civil War Round Table

Editor **Tim Winstead**

***** November 2011 *****

Our next meeting will be Thursday, 10 November 2011 at St. Andrew's On-the-Sound (101 Airlie Road). Social Hour at 6:30 p.m., meeting at 7:30.



We invite and welcome all people with an interest in Civil War history to attend a meeting of the Cape Fear Civil War Round Table. The speakers for our programs are diverse in their views, interpretations, and presentations.

***** **President's Message** *****



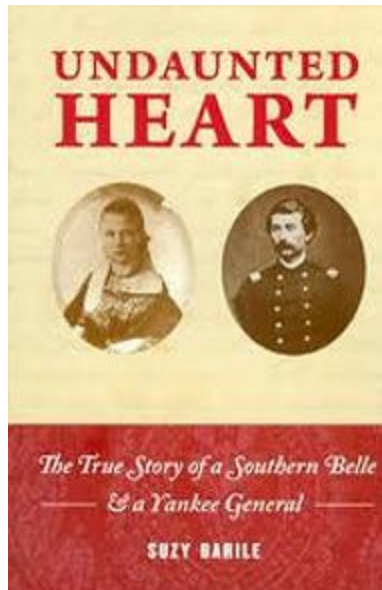
President Bob Cooke

Please join us on 10 November for another great presentation. The season began with a talk by Don Wilkinson about his blockade-running ancestor, Lt. John Wilkinson. It continued in October with our own (past president) Dr. Chris Fonvielle, who spoke on Timothy O'Sullivan and the photographs O'Sullivan took of Fort Fisher in 1865. In November, Suzy Barile will present a story of two very different people who fell in love in the days after the close of the Civil War.

Kudos and thanks to the new Steering Committee members – **Linda Lashley** (who will assist Bruce Patterson in Treasurer/Membership), **Martha Watson** (Publicity), and **John Moore** (Refreshments). Remember, when you mention the RT to friends and neighbors, invite them to attend a meeting.

Bob Cooke

***** November Program *****



Undaunted Heart: The True Story of a Southern Belle & a Yankee General

Suzy Barile will make a presentation based upon her book about the unlikely relationship that developed between Ella Swain and Union General Smith Atkins. Set in Chapel Hill and Freeport, Illinois immediately following the end of the Civil War, Barile will share the story that forever changed her family's history.

From <http://www.blairpub.com/alltitles/undauntedheart.htm>:

When a brigade of General Sherman's victorious army marched into Chapel Hill the day after Easter 1865, the Civil War had just ended and President Abraham Lincoln had been assassinated. Citizens of the picturesque North Carolina college town had endured years of hardship and sacrifice, and now the Union army was patrolling its streets. One of Sherman's young generals paid a visit to the stately home of David Swain, president of the University of North Carolina and a former governor of the state, to inform him that the town was now under Union occupation.

Against this unlikely backdrop began a passionate and controversial love story still vivid in town lore. When President Swain's daughter Ella met the Union general, life for these two young people who had spent the war on opposite sides was forever altered.

General Smith Atkins of Illinois abhorred slavery and greatly admired Abraham Lincoln. Spirited young Ella Swain had been raised in a slave-owning family and had spent the war years gathering supplies to send to Confederate soldiers.

But, as a close friend of the Swains wrote, when Atkins met Ella, the two "'changed eyes' at first sight and a wooing followed."

The reaction of the Swains and fellow North Carolinians to this North-South love affair was swift and often unforgiving.

In *Undaunted Heart: The True Story of a Southern Belle & a Yankee General*, author Suzy Barile, a great-great-granddaughter of Ella Swain and Smith Atkins, tells their story, separating facts from the elaborate embellishments the famous courtship and marriage have taken on over the generations. Interwoven throughout *Undaunted Heart* are excerpts from Ella's never-before-published letters to her parents that reveal a loving marriage that transcended differences and scandal.



Suzy Barile

Following a 25-year career as a newspaper reporter and editor, **Suzy Barile** currently teaches English and journalism at Wake Tech Community College in Raleigh, North Carolina. She is a graduate of the School of Journalism and Mass Communications at the University of North Carolina at Chapel Hill, and she holds a master's degree in education from North Carolina State University.

She contributed to the *North Carolina Encyclopedia* (ed. William S. Powell) and the *Book of American Traditions* (ed. Emyl Jenkins). In 2001, she won a Paul Green Multi-Media Award from the N.C. Society of Historians for her presentation of "The Governor's Daughter and The Yankee General." She lives in Cary, North Carolina.

Editor

******* Trivia Questions November 2011 *******

1 – On April 15, 1861, President Abraham Lincoln issued a proclamation calling for 75,000 volunteers "to cause the laws to be duly executed." Smith D. Atkins, States' Attorney for the Fourteenth Judicial Circuit of Illinois, was in the courtroom when a telegram was received that announced Lincoln's proclamation. Atkins, an ardent supporter of Lincoln during the 1860 presidential contest, immediately took action in support of the president. What action did Atkins take?

2– Atkins saw early service at Fort Donelson and Pittsburg Landing where he received notice for his personal bravery and conspicuous service. After his resignation for ill health and a period of convalescence, Atkins returned to the army and progressed in rank. By the beginning of the Atlanta Campaign of 1864, Colonel Atkins was in command of a cavalry unit. Atkins was in command of Judson Kilpatrick's 2nd Brigade when Sherman began his March to the Sea. By the time Sherman took Savannah, Atkins had become a Brevet Brigadier General. At what location in North Carolina did Atkins find himself in a difficult "gap" that required his skills as a leader?

3 – A soldier in the 92nd Illinois remembered Atkins as having "a slick tongue and was fond of speech making." Atkins's skill with speech was evident in that he could talk the daughter of a Southern slaving owning family into marrying him and moving to Illinois. Who else in the Swain family did Atkins convince to relocate to Illinois?

4 – After the *Lilian* was captured off Wilmington on August 24, 1864, Acting Volunteer Lieutenant Thos. C. Dunn of the United States Navy questioned the captain, mate, and chief engineer of the captured ship. Dunn's examination of these officers learned what each man would be paid for successfully running through the blockade. What was each man to have been paid for their run?

5 – Fort Fisher’s Battery Meade (Hospital) was named for Confederate engineer, Richard K. Meade. Captain Meade had an unusual entry on his resume. Have any idea about Meade’s unusual qualification?

6 – How many pictures did Dr. Fonvielle discover during his thirty year search for additional O’Sullivan photographs?

***** **Member News** *****

If you have member news that you think would be of interest to CFCWRT membership, let me know about it.

1 – The CFCWRT is pleased to welcome the following new member: **Vic Venters**.

2 – The Friends of the Hunley acknowledged receipt of a memorial donation for Charles Watson made by the Cape Fear Civil War Round Table. Thank you to all who contributed to this memorial donation.

3 – **Bob Maffitt, Wallace Rueckel, John Monroe, and Mike Powell** visited the Richmond battlefields with the Brunswick Round Table.

***** **November 1861** *****

November 1861 saw a turn in the weather for the worse and as was to become a norm in the American Civil War, the winter months saw little military activity. However, the suffering of the soldiers in the field increased and disease was as much an enemy for the soldier as was his opponent in the field.

November 1st: General McClellan, aged 35, took up his post as overall commander of the United States Army. General Frémont agreed to an exchange of prisoners in Missouri – but such action could only be carried out with the express support of the President.

November 2nd: General Frémont was formally relieved of his command and was replaced by General David Hunter.

November 3rd: Jefferson Davis and his senior army commanders disagreed on how the Confederacy should proceed. His major opponent was General Beauregard. Jefferson tried to bring onto his side commanders he felt shared his views such as General Robert E Lee.

November 4th: A Union naval force arrived at Port Royal Bar. An anchorage here gave the Unionists dominance along the whole coast of South Carolina and allowed the blockade to be better enforced.

November 6th: Jefferson Davis was elected to a six-year term as President of the Confederacy. Alexander Stephens was appointed Vice-President.

November 7th: A battle at Belmont, Missouri, left about 100 Unionist and 261 Confederate soldiers dead. Over 1000 men were reported as missing from both sides.

November 8th: Two Confederate commissioners (John Slidell and James Mason) joined a British ship, the ‘Trent’, in Havana en route to the UK. In international waters, the ‘USS San Jacinto’, forced the ‘Trent’ to heave to and surrender Slidell and Mason. Once this is done, the ‘Trent’ was allowed to continue with both men’s families on board – but not them.

November 12th: McClellan announced a major shake-up of the Union command structure. The Department of the West was split into three new departments – New Mexico, Kansas and Missouri. Previously one man had commanded all of these. Now, each new department had a new commander.

November 15th: Slidell and Mason were landed at Fortress Monroe, Virginia. Political bigwigs in Washington DC were quick to congratulate Captain Wilkes of the ‘USS San Jacinto’ with some even suggesting that the ‘Trent’ itself should have been taken in as well. However, once the celebrations died down it became apparent that Wilkes had acted as he did in international waters against a ship belonging to the world’s greatest naval power. There was a fear that the UK would be pushed into supporting the Confederacy as a result of this. Postmaster-General Blair and Senator Sumner of Massachusetts called for Slidell and Mason to be released with due speed.

November 19th: Davis called for the construction of a major rail network in the Confederacy to allow for the rapid movement of troops and supplies.

November 24th: Commissioners Slidell and Mason were moved to Massachusetts amid fears in Washington DC that the episode might lead to war between the UK and the North.

November 27th: News of what happened to the ‘Trent’ finally reached London and the outcry was immediate.

November 30th: The British Foreign Secretary, Lord John Russell, wrote to the British ambassador in Washington that he, on behalf of the British government, was to express in the strongest terms Britain’s outrage over what happened to the ‘Trent’. Lyons was to demand the immediate release of Slidell and Mason and a formal apology from the Federal government. In a private letter, Russell told Lyons to give the Federal government 10 days before closing the embassy and cutting diplomatic relations. The Royal navy was put on alert and the Guards regiments were told to prepare to sail to Canada. **NOTE: The Trent Affair was about as close as Great Britain and the United States came to war with each other. Amanda’s Foreman’s *A World of Fire: Britain’s Crucial Role in the American Civil War* provides a detailed study of the relationships between these powers.**

Source: <http://www.historylearningsite.co.uk/november-1861-civil-war.htm>, accessed September 30, 2011.

******* Through the Blockade *******

Not every captain of a blockade runner was cast in the image of the gallant Rhett Butler of *Gone with the Wind* fame. Captain Daniel H. Martin of the *Lilian* was cast of a different metal, a metal that did not shine brightly during a dash into Wilmington on July 30, 1864.

Wilmington’s own, Captain John Newland Maffitt, was the *Lilian*’s first skipper to make the run into Wilmington. Daniel Martin was the skipper on the second and the third & final run.

******* Recollections of a Rebel Reefer *******

In James Morris Morgan’s book, Morgan related the story of several Confederate Navy officers, Lieutenants Campbell, Ingraham, King, and Midshipman Morgan, who were returning from service in Europe where they had been attached to various Confederate commerce raiders. As crew members of commerce raiders, these officers were considered to be pirates by the Union Navy; hence, each officer was subject to be hung if they were captured while risking a run “through the blockade.”

According to Morgan's account, the Confederate naval officers made their way by private steamers from Liverpool to Halifax, Nova Scotia, and on to St. George, Bermuda. They boarded the *Lilian* for the final leg of their journey back into the Confederacy. It was on the *Lilian* where Morgan met the biggest "braggart and blowhard as ever commanded a ship."

When fifty miles from the Cape Fear, the *Lilian* was sighted and chased by the steam sloop-of-war, USS *Shenandoah*. Captain Martin, reported to be "already in his cups," squandered the *Lilian's* speed advantage by steering a course that allowed the pursuing *Shenandoah* to fully utilize her full spread of sails. Martin "went below and stored several big drinks of brandy under his vest, and then coming on deck, in a spirit of braggadocio, hoisted the Confederate flag." Lieutenant W.P.A. Campbell ordered his companions to go below and don their uniforms and side arms – if they were to be captured, they would be so as officers of the Confederate Navy.

The *Shenandoah's* gunners began firing on the *Lilian* and they soon had the range of the blockade-runner. When a shot hit the *Lilian's* paddlebox on which Martin was standing, Martin screamed that the flag should be lowered, "I will not have any more lives sacrificed." Lieutenant Campbell reacted to Martin's intended surrender by calmly saying: "Captain, if you want to give up this boat, turn her over to me. I will not allow you to surrender her. These officers are branded as pirates, and according to President Lincoln's proclamation may be hung if captured."

The tension among the crew and passengers on the *Lilian* heightened as the gunners on the *Shenandoah* continued to cause damage to the delicate blockade-runner. The engine room crew fled onto deck after a boiler was hit and its super hot steam escaped with a roar. Captain Martin shouted to Campbell, "If you are going to take my ship, take her!" Martin then disappeared into relative safety below deck. Campbell turned to his officers and calmly ordered them to kill any man who attempted to lower their flag.

The chief engineer informed Campbell that he would be able to maintain steam on the remaining boilers. Their speed had been reduced by a third, but they could still keep up their attempted escape. He also informed the lieutenant that he had previously been a prisoner of the Union Navy and he and his men had no desire to endure that fate once again. According to Morgan, the crew cheered when they heard their chief engineer's remarks.

Campbell ordered a course change that forced the *Shenandoah* to take in her sails. This maneuver allowed the *Lilian* to maintain their lead on their pursuer; however, they were forced to go in close to the pounding surf. As night fell, Campbell took the *Lilian* as close to the shore as possible and he headed her southward toward the protection of Fort Fisher's guns. They had escaped the guns of the *Shenandoah*; however, the *Lilian* was not swift enough to make the inlet that night. As the sun rose the next morning, several of the Union blockade ships spotted the *Lilian* and they opened fire on the already damaged runner. Campbell ordered that all available speed be gotten from the remaining boilers and that the ship be taken under the fort's guns without delay. Campbell and the *Lilian* were lucky for they soon dropped anchor and their pursuers heeded the menace of Fort Fisher's gunners.

Where was Captain Martin during the running fight for his ship? According to James Morris Morgan, Captain Martin was dead drunk in his bunk with an empty brandy bottle by his side. Where was Martin when officers from Fort Fisher arrived to welcome the *Lilian* to safety? Again according to Morgan, Martin received the visitors and when told that the *Lilian's* dash through the blockade had been one of

the most daring they had seen, Martin modestly replied: “Oh, it was nothing; we have to take chances in our business!” Morgan also reported that Lieutenant Campbell witnessed the exchange but remained silent as to his part in the daring dash.

James Morris Morgan was not satisfied with his depiction of Captain Martin’s behavior during the *Lilian’s* return to Wilmington. In his memoir, Morgan included the story of Martin’s surrender of the *Lilian* on its first voyage after it was repaired while in port. Morgan also used reports by Captain Ridgely, commander of the *Shenandoah*, which detailed the chase and the 140 shots fired by the Union ship. Ridgely said, “He was a bold blockade-runner and flew the rebel flag as long as we could see him” As told by Morgan, the boldness of which Ridgely spoke was not that of Captain Martin but of the Lieutenant W.P.A. Campbell, Confederate States Navy, who had taken control in the midst of the crisis.

From *Official Records of the Union and Confederate Navies in the War of the Rebellion*, Morgan included parts of an interview by a Union officer who questioned the captain of the *Lilian* after its capture.

My name is Daniel Martin, a native of Liverpool, England..... Was three weeks in Wilmington repairing boiler injured in chase..... The Confederate colors were hoisted by some of the passengers,,,,,,

Source: James Morris Morgan, *Recollections of a Rebel Reefer* (Boston and New York, Houghton Mifflin Company, Cambridge Riverside Press, 1917), 190-196.

In Stephen R. Wise’s *Lifeline of the Confederacy: Blockade Running During the Civil War*, a somewhat different story evolved from the details of the July voyage. Martin was faced with a mutiny of his crew as it departed from St. George. Martin and his officers called for help from a passing vessel; the troublesome firemen were subdued until they cooled down. Given the choice of imprisonment or returning to work, the disgruntled firemen resumed their duties and the *Lilian* continued with its voyage.

As the *Lilian* approached the Cape Fear, Martin and his “merry” men did encounter the USS *Shenandoah* and a chase was begun. When a boiler collapsed or was hit by shot from the *Shenandoah*, the fireman again refused to work. Martin met the mutinous crewmembers armed with a pistol in one hand and a bottle of brandy in the other. Martin, fortified with good brandy, forced the firemen back to work.

The story of the *Lilian* was the same until the battered ship entered into the Cape Fear River. Maybe Martin received welcomes and admiration from Fort Fisher’s officers, however, Martin and the *Lilian* **did** receive two warming shots from Fort Anderson’s guns when he failed to stop for inspection.

Source: Stephen R. Wise, *Lifeline of the Confederacy: Blockade Running During the Civil War* (Columbia, South Carolina, University of South Carolina Press, 1988), 159-161.

Somehow these stories reminded me of Lloyd Bensen’s 1988 remark to Dan Quayle about a Quayle comparison to Jack Kennedy. “I knew John Maffitt. John Maffitt was a friend of mine. Captain Martin, you are no John Maffitt!”

Editor

***** Concise Military Writing *****

While much writing in official Civil War reports and individual participant recollections were long on flowery and protracted language, not everyone succumbed to the tendency to over report. Member **Lance Bevins** provided the following exchange that showed that some soldiers knew how to state facts and let them stand on their own merits.

To Major General Early:

General: General Jackson desires to know why he saw so many of your stragglers in the rear of your division today?

Signed: A.S. Pendleton, A.A.G

Dear General Jackson:

In answer to your note I would state that I think it is probable that the reason you saw so many of my stragglers on the march today is due to the fact that you rode in the rear of my division.

Respectfully,

Jubal Early
Major General

Source: Richard J. Sommers, ed., Vignettes of Military History, volume I (Carlisle Barracks, Pa.: US Army Military History Research Collection, October 1976), Vignette No. #, contributed by Dr. B.F. Colling, drawn from The Adjutant's Call, Official Publication of the Louisville (Ky.) Civil War Round Table. #67, September 1974, files MHRC.

Editor

***** October Meeting *****

Fort Fisher 1865: The Photographs of T.H. O'Sullivan



“Fonvielle entertaining questions!”

Dr. Chris Fonvielle provided an interesting presentation that documented the photographic history of Fort Fisher made by Timothy O’Sullivan in early February 1865. Chris told the audience how he had become interested in the 36 photographs that were displayed at the Blockade Runners of the Confederacy Museum where he was curator from 1979 until 1983. With his interest drawn to those photographs, Chris began a thirty year search for previously unidentified photographs that O’Sullivan may have made during his visit to Fort Fisher.



“Fonvielle at book signing”

At the instigation of his Chief Engineer (Colonel Cyrus Comstock), Ulysses Grant requested that a photographic record be made to reflect the strength and construction of Fort Fisher. The firm of Alexander Gardner sent one of its experienced assistants, Timothy H. O’Sullivan, to photograph this important military fortification. Fort Fisher had been taken on January 15, 1865; however, Braxton Bragg and Robert F. Hoke’s Division held the line about 4 miles north of the fort. O’Sullivan began his assignment under the threat of counterattack by the Confederate troops at Sugar Loaf. Fonvielle noted that Braxton Bragg, as usual, failed to attack and retake Fort Fisher (even though he had been ordered to do so by Jefferson Davis).

Fonvielle used newspaper reports that placed O’Sullivan at the fort on February 4, 1865. Chris systematically followed O’Sullivan as he made 39 pictures of the various land-face and sea-face batteries and 2 photographs of the Union fleet that attacked the fort. Chris shared his careful examination of each photograph that revealed much about the activities that the Union forces performed to make the fort secure against any Confederate counterattack. The Union forces rebuilt the palisades and remounted cannons that had been damaged by the heavy naval bombardment of January 13 – 15.



The Mound Battery

For more details and stories about Fort Fisher and O'Sullivan, Fonvielle's book, *Fort Fisher 1865: The Photographs of T.H. O'Sullivan* provides a great resource to understanding the engineering feat that was accomplished by Confederate engineers from the fort's beginning in April 1861 until its fall on January 15, 1865.

Source of O'Sullivan photo: <http://www.nchistoricsites.org/fisher/osullivan-shep-bat2.htm> accessed October 17, 2011.

******* Comments and Suggestions *******

Comments and suggestions to make the Cape Fear Civil War Round Table and "The Runner" more relevant to your Civil War experience are welcomed. Send them to me at tpwinstead@gmail.com. Please include "CFCWRT News" in your Subject line.

******* Trivia Question Answers November 2011 *******

1 - On April 15, 1861, President Abraham Lincoln issued a proclamation calling for 75,000 volunteers "to cause the laws to be duly executed." Smith D. Atkins, States' Attorney for the Fourteenth Judicial Circuit of Illinois, was in the courtroom on April 17 when a telegram was received that announced Lincoln's proclamation. Atkins, an ardent supporter of Lincoln during the 1860 presidential contest, immediately took action in support of the president. What action did Atkins take? Smith D. Atkins prepared an enlistment roll, added his name at the top of the roll, and announced his decision to the Court and jury that he was prepared to serve in the Union Army. He then left the unresolved case in the hands of another attorney and went into the streets of Freeport to find additional volunteers. By the end of the day, Atkins had gained 100 names to his enlistment roll. These three months volunteers became Company A of the 11th Illinois Infantry. Smith Dykins Atkins was elected to be Captain of the company.

Source:

<http://www.accessgenealogy.com/scripts/data/database.cgi?file=Data&report=SingleArticle&ArticleID=0000098> , accessed October 10, 2010.

2 – Atkins saw early service at Fort Donelson and Pittsburg Landing where he received notice for his personal bravery and conspicuous service. After his resignation for ill health and a period of convalescence, Atkins returned to the army and progressed in rank. By the beginning of the Atlanta Campaign of 1864, Colonel Atkins was in command of a cavalry unit. Atkins was in command of Judson Kilpatrick's 2nd Brigade when Sherman began his March to the Sea. By the time Sherman took Savannah, Atkins had become a Brevet Brigadier General. At what location in North Carolina did Atkins find himself in a difficult "gap" that required his skills as a leader? As Sherman advanced into North Carolina, Judson Kilpatrick decided to divide his force and send them on divergent routes to interfere with William Hardee and Wade Hampton's Confederate column of march toward Fayetteville. On the night of March 9, 1865, Atkins and the 2nd Brigade found themselves between Hardee's infantry and Hampton's long cavalry column as all made their way toward **Monroe's Crossroads.**

"We had filled the gap in the Rebel column," recalled a member of the 92nd Illinois. One of Joe Wheeler's staff officers mistook Atkins's brigade for Rebels. Hoping to hurry the Southern column along he moved in while cursing the laggard cavalry to pick up the pace. The aggravated Federals promptly captured him. Fearful that their cover had been blown, Atkins dismounted his men, deployed a section of artillery, and waited for an attack that never materialized. His deployment in the darkness prevented him from pushing on until morning. March 10th would bring another surprise for Atkins and especially his boss, Judson Kilpatrick; however, that is another story.

Source: Eric J. Wittenberg, *The Battle of Monroe's Crossroads: And the Civil War's Final Campaign* (New York, Savas Beatie LLC, 2006), 128-130.

3 – John M. King, soldier in the 92nd Illinois, remembered Smith Atkins as having "a slick tongue and was fond of speech making." Atkins's skill with speech was evident in that he could talk the daughter of a Southern slaving owning family into marrying him and moving to Illinois. Who else in the Swain family did Atkins likewise convince to relocate to Illinois? Richard Caswell Swain, Ella Swain's brother, had been an assistant surgeon in the 39th Regiment of N.C. Troops, but he had experienced difficulties in establishing a practice after the war. At the urging of his brother-in-law, Swain moved to Illinois during 1868 and began a medical practice in Carroll County. Swain was killed while attempting to board a train on January 29, 1872. Swain was honored by his descendents and members of the Fourth Texas Infantry at a ceremony held in the Freeport City Cemetery on July 23, 2011.

Source: Eric J. Wittenberg, *The Battle of Monroe's Crossroads: and the Civil War's Final Campaign* (New York, Savas Beatie LLC, 2006), 19.

Pam VanDeburgh, "Civil War Vet to get new grave marker," Freeport, Illinois *The Journal-Standard*, June 4, 2011.

4 – After the *Lilian* was captured off Wilmington on August 24, 1864, Acting Volunteer Lieutenant Thos. C. Dunn of the United States Navy questioned the captain, mate, and chief engineer of the captured ship. Dunn's examination of these officers learned what each man would be paid for successfully running through the blockade. What was each man to have been paid for their run?

Captain Daniel Martin was to have received **\$3,000**; Mate George Gowanlock was due **\$600**, and Chief Engineer Francis Skuse **\$800** for the trip. It should be noted that all three men were Her Majesty's subjects. These "examinations" as Dunn called them in his report to Acting Rear-Admiral S.P. Lee can be read in full in the *Official Records of the Union and Confederate Navies* Series I, Vol. 10, pages 393-395.

What are these payments worth in today's dollars? **\$43,000, \$8,590, and \$11,500** -respectively. Note: These amounts were generated using the Consumer Price Index as the computation tool.

The rate of pay for running the blockade was a lure for the men who assumed some risk. The foreign captains and crews seldom took chances like the Confederate Navy officers who commanded many of the blockade runners. John Maffitt, John Wilkinson, and Michael Usina were examples of Confederate Navy officers who showed a strong sense of duty to bring their ships and needed supplies safely to

port. If Lieutenant Campbell did indeed take control of the *Lilian*, the successful run into Wilmington was a matter of duty and survival rather than pay. Interestingly, Captain Martin reported in his statement to his captors, “There is talk in Wilmington of the Confederate Government taking all the vessels engaged in the blockade running business and putting them under command of Confederate officers.” The Confederate authorities recognized the propensity of civilian captains to surrender their ships and cargoes rather than risk the possibility of injury. Men like Maffitt, Wilkinson, and Usina understood the importance of the supplies they were bring into port and were much more willing to take risk to deliver their cargoes.

Source:

http://www.measuringworth.com/uscompare/result.php?use%5B%5D=DOLLAR&use%5B%5D=GDP%5B%5D=DEFLATION&use%5B%5D=VCB&use%5B%5D=UNSKILLED&use%5B%5D=MANCOMP&use%5B%5D=NOMGDPCP&use%5B%5D=NOMINALGDP&year_source=1864&amount=800&year_result=2011 accessed October 17, 2011.

5 – Fort Fisher’s Battery Meade (Hospital) was named for Confederate engineer, Richard K. Meade. Captain Meade had an unusual entry on his resume. Have any idea about Meade’s unusual qualification? Richard K. Meade, Jr., a Petersburg, Virginia native, was a member of Robert Anderson’s staff on April 12, 1861 when South Carolina troops fired on Fort Sumter. He resigned his commission on May 1, 1861 and joined the Confederate Army as an engineer. Meade roomed with Edward Alexander Porter at West Point – Meade graduated 1st in his class and Alexander 3rd. Meade served at Fort Fisher and was transferred to the Army of Northern Virginia. On July 31, 1862, Meade died of typhoid fever at his parent’s home in Petersburg, Virginia.

6 - How many pictures did Dr. Fonvielle discover during his thirty year search for additional O’Sullivan photographs? Fonvielle discovered 3 photographs of the fort and 2 of the attacking Union fleet. During his presentation, Dr. Fonvielle stated that there were probably additional photographs taken by O’Sullivan, but it would take further research to find and determine that they were taken by O’Sullivan during February 1865.

If you have a visit planned to the Library of Congress, contact Chris if you find any “suspect” photographs.