



# Battle Cry

Founded 1961,  
Newsletter of the Sacramento Civil War Round Table  
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Battle Cry deadline is  
1:00PM Wed. two weeks  
before the regular meeting.  
Items can be given the editor  
by hand, mail or e-mail.

## President's Message:

The reports reaching me say that Ted Savas kept everyone on the edges of their seats during his October visit. Ted is a veteran speaker who has spoken to us at least twice before and is always a favorite. I fully expect we will see Ted at the conference in Clovis where he will be wearing his publisher's hat. I know that our appreciation was previously expressed to Ted, but since I didn't have the chance, let me add my thank you for a job well done.

We will be electing our 2009 officers at the November 12<sup>th</sup> meeting. In addition to the slate of candidates that the Nominating Committee has introduced, members are encouraged to make additional nominations from the floor. I will pass the president's gavel to Dr Don Hayden near the close of our December meeting. SCWRT's future looks nothing but bright under the leadership of the proposed board of directors.

When we meet on November 12<sup>th</sup>, we will have just returned from the Fresno/Clovis conference. I have always enjoyed Civil War conferences and know that this one will be no different. Since no other group has indicated a willingness to do so, the San Joaquin CWRT is contemplating filling the void by hosting the conference again in 2009. My memory says that they are considering the battles of the Chattanooga – Chickamauga period as a theme.

**When you read this, call Dennis Kohlmann (916-726-4432) if you want to join an SCWRT car pool to the conference. Do the same for learning more precise departure times.**

**The Hofbrau has reserved the second Wednesday of each month of 2009 for SCWRT meetings – put those dates on your calendar. No excuses for forgetting!**

Our November program will be presented by Tim Carlsberg acting as Captain of the CA 100. Tim with his helpers presented this program to the Elk Grove CWRT so it comes to us highly recommended. I believe they will be bringing some period memorabilia that always adds to the richness of the presentation. This meeting will also offer the opportunity to come early and stay late in order to share your favorite parts of the Clovis conference with other members. See you at the Hofbrau – 6ish for dinner, seven straight up for the program.

**Paul Ruud—President**

**MINUTES**  
**SACRAMENTO CIVIL WAR ROUND TABLE**  
**Wednesday, October 8, 2008**  
**HOF BRAU RESTAURANT, 2500 WATT AVENUE, SACRAMENTO**

**ATTENDANCE – 31**

**MEMBERS – 27**

Dennis Kohlmann, Vice Pres  
George Foxworth, Treasurer  
George Beitzel  
Joan Beitzel  
Roy Bishop  
Harvey Cain  
Marsha Cain  
Ardith Cnota  
Mitchell Cnota

Brad Friedman  
Kyle Glasson  
Robert Hanley  
Don Hayden  
Scottie Hayden  
Stu Howe  
Robert Junell  
Vivian Miller  
Betty Mitchell

Maurice Mitchell  
John Nevins  
Ron Perisho  
Kris Scivoletto  
Nicholas Scivoletto  
Richard Sickert  
Robert Williams  
Silver Williams  
John Zasso

**GUESTS – 4**

John Dangerfield  
Jim Lane  
Ted Savas  
Dan Willson

1. Meeting started at 7:04 PM. Guests and members welcomed by Vice President Kohlmann. Member John Nevins introduced one guest—John Dangerfield from Charleston, SC. Mr. Dangerfield was taking the CSS Hunley on a few West Coast appearances. Guests Jim Lane and Dan Willson were also introduced. Vice President Kohlmann also announced the annual West Coast Civil War Conference in Clovis, CA on November 7 – 9.
2. At 7:06 PM, John Nevins announced that the CSS Hunley was enroute to Redding, CA and will also be at the National Civil War Association annual reenactment at Kearney Park near Fresno, CA on October 17 – 19.
3. Nominations for 2009 officers were announced: **President** – Don Hayden; **Vice President** – Silver Williams; **Secretary** – Edie Keister; **Treasurer** – George W. Foxworth; **Editor** – Jim Middleton; and **Members-at-Large** – Bob Hanley and Richard Sickert. Member John Zasso made a motion to accept the nominations and the motion was properly seconded. Vice President Kohlmann asked for asked for a vote; all yes with no dissention.
4. At 7:12 PM, Vice President Kohlmann introduced the speaker, Ted Savas. Mr. Savas's topic was "Lincoln and Davis at War." Along with Lincoln and Davis, Mr. Savas spoke about many of the generals and civilians who assisted and hindered the presidents during the War.
5. At 8:30 PM, the presentation with a question/answer period ended. A GREAT SUCCESS!!!
6. The raffle was held at 8:30 PM.
7. The next meeting on November 12, 2008, 7:00 PM, at the Hof Brau.
8. The meeting adjourned at 8:35 PM.

**George W. Foxworth,**  
**Acting Secretary**

**Treasurer's Report**

The cash balance following the October 8, 2008 meeting was \$2,440.88. Thanks to John Zasso, other members, and guests, the raffle brought in \$54.00.

**George W. Foxworth, Treasurer**

## **A Report On The 19<sup>th</sup> Annual Civil War Reenactment At Kearney Park**

by George W. Foxworth

In conjunction with the Fresno Historical Society, The National Civil War Association (NCWA) ended its 2008 reenactment season on October 18-19 at Historic Kearney Park in Fresno, California. The theme was the "The Story of Charleston" to honor the fifth California visit of the full-scale replica of the H.L. Hunley submarine.

The NCWA is a private non-profit organization that uses "living history" to help the public to better understand the American Civil War. By portraying the manner in which the soldiers and civilians lived, worked, fought, and died during the Civil War era, the NCWA hopes to keep alive the spirit and sacrifice made by the men, women, and children of that time. On October 17<sup>th</sup> (Friday), the NCWA and Fresno Historical Society hosted hundreds of students from Fresno area schools for a living history demonstration. The reenactment was Saturday and Sunday.

Throughout American history, Charleston was a leader in economics, politics, and culture. Charleston was blockaded by the Union Navy throughout the war because it was a major port. The port exported indigo, rice, and cotton, and imported slaves and manufactured goods. Charleston was also the home of very independent-minded people. In December 1860, South Carolina was the first state to secede from the Union and was led by voices from Charleston. In April 1861, the first shots of the War were fired on Fort Sumter in Charleston Harbor. In 1862, 1863, and 1864, the Union Navy and Army attacked positions around the city with no success. Included in those attacks was the 54<sup>th</sup> Massachusetts' Regiment, the first Black Union regular Army Regiment at Fort Wagner in 1863. Charleston was evacuated in early 1865 after General Sherman marched into South Carolina.

To break the blockade during the war, many tactics were used but the H.L. Hunley was the most historic. On February 17, 1864, the submarine H.L. Hunley attacked the warship USS Housatonic outside the harbor of Charleston, South Carolina. The Housatonic sank in a few minutes and the H.L. Hunley never returned to port. Its location remained a mystery for 131 years. The cause of the sinking is still a mystery.

The search for the H.L. Hunley began after the Civil War near the site of the sunken USS Housatonic. In May 1995, after a few years by author Clive Cussler, the H.L. Hunley was found. The resting place was just outside the Charleston harbor. Most of the searchers since 1864 expected to find the H.L. Hunley on the harbor side of the USS Housatonic's sinking. However, it was found on the Atlantic Ocean side of the USS Housatonic.

In August 2000, the H.L. Hunley was raised from the ocean. The H.L. Hunley is now the property of the United States Government and is on permanent loan to the Hunley Commission in Charleston, South Carolina. John Dangerfield and a group of volunteers created an exact replica. This replica has brought a wealth of knowledge to one of the remarkable events in American and world history. Through the efforts of John Nevins and the Fresno Historical Society, accompanying the H.L. Hunley to Fresno were Senator Glenn F. McConnell, President Pro Tempore of the South Carolina State Senate and Chairman of The Hunley Commission; John Dangerfield (H.L. Hunley Restoration Team); and H.L. Hunley volunteer Cliff Weaver. Senator McConnell and the H.L. Hunley Team had four days of speeches, radio talk show appearances, television appearances, and H.L. Hunley demonstrations at Kearney Park. Special thanks to Senator McConnell, Mr. Dangerfield, Mr. Weaver, and Mr. Nevins.

Attending were Ken and Barbara Moats, Dr. Brian Clague, Dr. David Davenport, Pattie Spencer, and other members of the San Joaquin Valley Civil War Round Table (CWRT). From the Sacramento CWRT, the attendees were Stu Howe, Vivian Miller, John Nevins, Ed Sims, John Zasso, and George W. Foxworth. Former Sacramento CWRT members Gene and Marianne Morrow also attended.

The 2008 NCWA end-of-the-season event was a complete success and the NCWA and Fresno Historical Society are commended for their great work. We look ahead to the 2009 season that begins in early spring and the 20<sup>th</sup> Annual Reenactment at Kearney Park. In addition, we hope the H.L. Hunley will return to California in the near future.

## Civil War Era Maps and Mapmakers



That great American philosopher Lawrence “Yogi” Berra (who also played a little baseball on the side), has expressed several opinions of note which bear on the general subject of this short article. They are as follows: *“When you come to a fork in the road, take it”*; *“If you don’t know where you’re going, you will wind up some where else”*; *“I made a wrong mistake and got lost”*; *“I knew I was going to take the wrong road., so I left early”*; *“Yes, we are lost, but are making good time”*; *“I never blame myself when I get lost. I just blame the road, and if it keeps it up, I will change roads”*. What Yogi obviously failed to recognize was that he badly needed a road map plus an inclination to read road signs. Both of those commodities were generally readily available during the 20<sup>th</sup> Century; but they were very limited and frequently extremely inaccurate during the mid 19<sup>th</sup> Century.

Federal mapping agencies in the 1800’s were the Coast Survey which was then under the Treasury Department, and the U. S. Army’s Corps of Topographical Engineers (Topogs). The Coast Survey, formed initially to map the nation’s coast line, rivers and harbors, was a highly scientific organization with expertise in the diverse fields of astronomy, cartography, meteorology, geodesy, geology, geophysics, hydrography, navigation, oceanography, exploration, pilotage, tides and topography. Because of such expertise, developed largely under the able leadership of Superintendent Alexander Bache, it was subsequently given the added responsibility of providing the nation’s inland horizontal and vertical control networks for detailed

mapping purposes. Accordingly, it was later renamed the U. S. Coast and Geodetic Survey.

The recognition that Coast Survey officers required military rank to properly perform their duties in time of war ultimately led in turn to the establishment of a commissioned service within the Coast and Geodetic Survey. Many later distinguished Civil War Navy and Army officers had had earlier training duty and service in the Survey. These included such Union navy people as Porter, Davis, Dahlgren, Rodgers, Alden, Craven and Selfridge; and Union army officers Totten, Benham, Humphreys, Ord, Stevens, Ingalls and Foster to name just a few. Confederates were J. Johnston, Lee, A. Hill, Ewell, M .L. Smith, and Maffitt.

The Army established the Corps of Engineers as a separate permanent branch in 1802, and gave the engineers responsibility for founding and operating the U.S. Military Academy at West Point. Throughout the 19th century, the C.of E. had two main functions; the design and construction of coastal fortifications and the preparation of the topographic and other maps mainly in the West. This latter work was accomplished by the Corps of Topographical Engineers, which maintained a separate existence for 25 years (1838-1863). The rejoining was done to provide greater flexibility in personnel assignments during the war years. Corps of Engineer officers who had served earlier mainly as topographers were: Abert, Franklin, Meade, Merrill, Michler, Warren, Derby, Poe, W.F. Smith, Mordecai, and Parke.

When the war began, the Union had two engineer corps. The Corps of Topographical Engineers conducted explorations, surveys, and reconnaissances of uncharted areas and sites for defenses, first under the command of Col. John. Abert, then beginning Sept. 1861, under Col. Stephen Long. But for reasons of efficiency in personnel management, the Corps of Engineers absorbed the topographical engineers in 1863.

The Corps of Engineers' duties included planning and erecting defenses, constructing and destroying roads and bridges, placing and removing obstruction, conducting topographical surveys

during campaigns, reconnoitering enemy works, and preparing and distributing accurate maps. The wartime chiefs of engineers, Brig. Generals Joseph Totten and Richard Delafield (who succeeded to command in 1864), attempted to perform these duties with an assortment of Regular Army and volunteer officers and men, and hired civilians.

The Confederacy established a Corps of Engineers commanded by four chiefs during its lifespan, Brig. Generals Josiah Gorgas and Danville Leadbetter, Col. Alfred Rives, and Maj. Gen. Jeremy Gilmer. Fortunately, the Confederate engineers obtained the services of trained officers who had resigned from the U.S. Army, but they lacked equipment and maps when the war began. Equipment was purchased from foreign countries, captured from the Feds, and manufactured in the South, but deficiencies continued throughout the war. Among other duties, rebel engineer officers energetically prepared maps that were quickly distributed to the various army commands. The Confederacy also organized engineer troops and obtained hundreds of slaves to work on fortifications, roads, and bridges. The CSA also employed some very talented civilian mapmakers, the most capable of whom was, perhaps, Jedidiah Hotchkiss, who was a personal friend of T. J. Jackson and operated mainly in the Shenandoah Valley. Hotchkiss was a strong believer in the use of contour lines rather than hachure marks for a more quantitative depiction of elevation changes; but he soon discovered, as did others, that this was too esoteric for most Civil War generals. (See contours versus hachures example on the graphic pages)

Although Federal authorities were initially unprepared to fight a war, they had one great advantage over the Confederacy; they were able to build upon an existing organizational structure, which included equipment and trained personnel. Prior to the commencement of open warfare between the North and the South, the core states of the Confederacy embarked on a policy of harassing Federal officials and seizing Federal property. Because of the unarmed status and relatively small size of Coast Survey field parties, their personnel, equipment, and instruments were at risk from both official actions of the seceding states and the unofficial actions of an aroused local population.

Most Coast Surveyors working along the Southern coastline in the winter of 1860-1861 experienced harassment and threats leading to the early termination of field work and return to Northern waters. However, an unlucky few saw the seizure of their equipment, and, in one instance, incarceration as a spy.

Maps for military use frequently require considerable information on hills, mountains, rolling terrain, road widths, surfaces and grades, parallel routes if any, gaps and impregnable positions, and river fords. Such maps were often used to move large bodies of troops, and occasionally the accompanying mapmakers and /or surveyors notes were of as much value to the military commanders as the map itself. Fords were of a special problem and much more had to be known about them than just the depth of water to be anticipated. Information on approach road slopes had to be known such that horse drawn artillery, quartermaster supply wagons and ambulances could navigate. Also, extremely important was the finding of firm and sustainable rock free river bottom conditions. A ford that was fully adequate for the crossing of a few hundred men might well become a completely impassable quagmire if, say, 5,000 or more soldiers attempted to cross.

As the war began, perhaps the most vulnerable area of the Union was the nation's capital. Situated on the banks of the Potomac River, Washington, D.C., was located between Virginia which ratified the ordinance of secession and Maryland, which initially wavered, but remained a part of the Union. In May 1861, as soon as sufficient troops were on hand in the capital area, Federal regiments crossed the Potomac into Virginia and began occupying the strategic approaches to the City. Throughout the war the defenses of Washington were extended, strengthened, and modified. Entrusted with this important task was BG. John Barnard of the Corps of Engineers. Of the numerous maps depicting the defenses of Washington, D.C., the detailed map compiled by the U.S. Army Corps of Engineers showing the entire interlinking network of fortifications is of particular importance. Measuring 4x5 feet, this remarkable map showing the forts, batteries, and

rifle pits, as well as the military roads built to link them was made to accompany General Barnard's official report on the defenses of the nation's capital. (Available from LOC as map # 676)

Additionally in the East, General Winfield Scott ordered two field parties made up of U.S. Coast Survey personnel and under the direction of H.L. Whiting, the Survey's most experienced field topographer to make a 38 square-mile plane table/alidade survey of the secured part of northern Virginia. Transportation and protection were provided by army detachments, and the actual map itself was compiled in the Topographical Engineers Office. This cooperative undertaking involving both the Coast Survey and Army Topographers was to be the pattern followed throughout the war.

Although all successful field commanders realized the necessity of clearly understanding the lay of the land over which they were moving or fighting, some placed a higher value on mapping activities than others. Three eminent Civil War commanders that fall in this category are Generals W. T. Sherman, G. H. Thomas and T. J. Jackson. In March 1864, Sherman, with more than one hundred thousand men under his command from the Armies of the Cumberland, Tennessee, and the Ohio, immediately began preparations for what became known as the Atlanta Campaign. The Topographical Department of the Army of the Cumberland, under the direction of Col. William E. Merrill, was chiefly responsible for providing the maps necessary for the Atlanta Campaign. The army was so far from Washington that it had to have a complete map establishment of its own. Accordingly, the office of the chief topographical engineer contained a printing press, two lithographic presses, one photographic establishment, arrangements for map-mounting, and a full complement of surveyors and draftsmen.

In preparation for the coming campaign, Merrill and staff, under the general direction of Sherman's Chief Engineer Orlando Poe, began the compilation of an accurate master campaign map of

northern Georgia. The best map then available was enlarged to the scale of an inch to the mile, and was then reviewed and revised by means of an elaborate cross-questioning of refugees, spies, prisoners, peddlers, and any and all persons familiar with the country. It was said to be remarkable how vastly the maps were improved by this process. The best illustration of the value of this method is the fact that Snake Creek Gap, through which McPherson's forces turned the strong Rebel positions at Dalton and Buzzard Roost Gap, was not to be found on any previously printed map. (Merrill's Atlanta Campaign maps are also preserved in the LOC, and some were printed at reduced scale in the *Atlas to the OR's*)

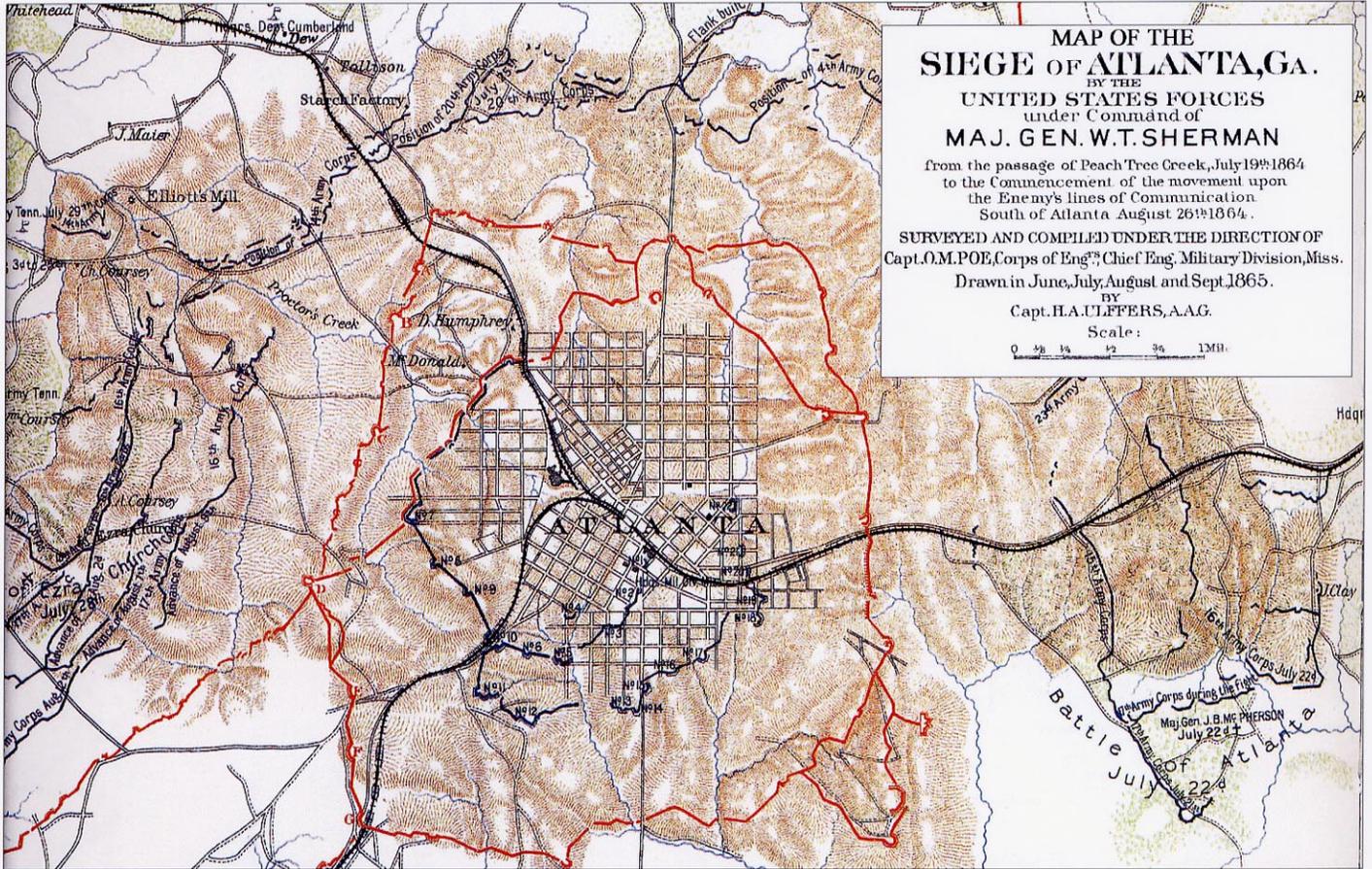
CSA General T. J. Jackson's defense of the Shenandoah Valley provides another excellent example of the significance of skilled field mapping. In March 1862, a science teacher from Staunton, Virginia, named Jedediah Hotchkiss joined Jackson's staff as topographical engineer. Jackson knew the Valley well, but realizing his need for a better understanding of his surroundings, he ordered Hotchkiss to "Make me a map of the Valley, from Harper's Ferry to Lexington, showing all the points of offence and defense in those places". The resulting comprehensive map, drawn on tracing linen at the scale of 1:80,000 and measuring 4x8 feet was of significant value to Jackson and his staff in planning and executing the Shenandoah Valley Campaign of May-June 1862 and later use. (LOC map # H 89 and in the *Atlas*).

In conclusion let it be clarified that Lew Wallace was not lost at Shiloh. Indeed, he had good maps and he knew exactly where he was. Problem was, he didn't know where his Army was!

References: "Maps and Mapmakers of the Civil War" by E. B. McElfresh, 1999; "A History of the U.S. Topographical Engineers" by H. P. Beers, 1942; "History of Civil War Maps" by a Library of Congress Vignette, 2001; "Atlas to the Official Records", 1885.

**Bob Williams; 10-15-08**

# Examples of Civil War Mapping – Hachure Marks versus Contour Lines



# Civil War Era Mapmakers, Instruments and Equipment

