



SEPTEMBER 2021

THE RUNNER



VOLUME 3 ISSUE 8



September Presentation: Ken Rutherford - Landmines in the Civil War

On September 9th, the CFCW Round Table will welcome James Madison University Professor **Kenneth R. Rutherford**, a prominent leader in the International Campaign to Ban Landmines, an organization that was awarded the 1997 Nobel Peace Prize.



The appearance of landmines in warfare has an ancient history but the “infernal machines” were first widely used in the Civil War. They were used almost exclusively by the Confederacy because the technology limited them generally to defensive uses and the Confederacy was on the strategic defensive throughout the war.

Mines were most often called “torpedoes” in the Civil War from the Latin “torpore” which meant to be stiff, torpid or inert. Robert Fulton, credited with the development of the first practical steamboats, first used the term to describe a device filled with gunpowder that could be exploded under a ship. Working for France, his devices were used to sink two ships in 1801 and 1805.

The use of mines in naval combat in the Civil War is much better known than their use on land. One of the most memorable quotes from the Civil War was the sentence credited to Admiral David Farragut who was reputed to have ordered his fleet to “Damn the torpedoes, full speed ahead” at the Battle of Mobile Bay on August 5, 1864. The famous battle cry (or something close to it) was uttered immediately after the ironclad *USS Tecumseh* hit a floating mine and sank almost immediately with the loss of almost all of its 120-man crew.

By the end of the war, however, torpedoes had been widely used on land, especially to defend forts such as Fort McAllister near Savannah, and Battery Wagner where the African-American troops of the 54th Massachusetts lost heavily traversing a minefield before reaching the walls of the fort near Charleston.

Ken Rutherford’s passion for the subject began in 2011, when he read a historical marker in Virginia that incorrectly stated landmines were first deployed during the war in 1864. The weapon was actually first used in 1862 during the Peninsula Campaign. Rutherford dug deep into the history of landmines. He traces their development from before the war through the establishment of

September Meeting
Thursday, Sept 9, 2021

Presenter:
**Ken Rutherford -
Landmines in the
Civil War**

6:30 Social 7:00 Meeting

Harbor UMC, Rm. 226
4853 Masonboro Loop
Wilmington
(See map on [website](#))



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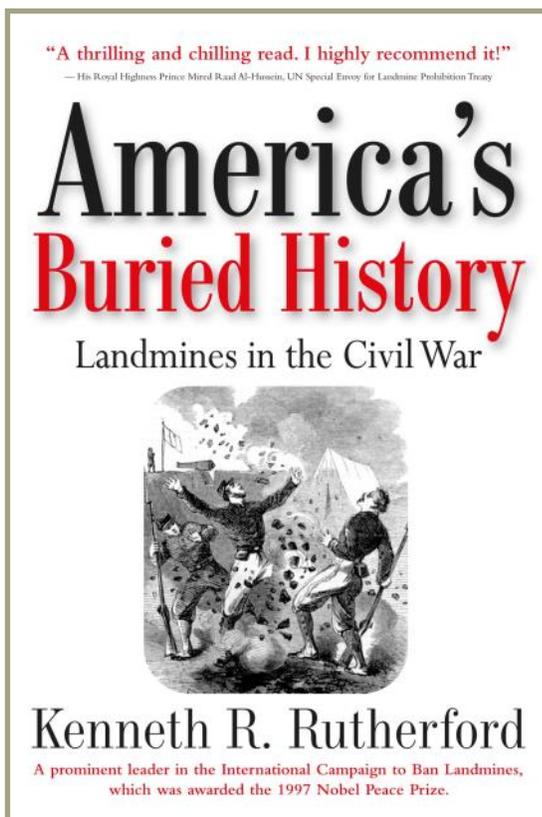
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September Presentation: Ken Rutherford - Landmines in the Civil War, cont.

the Confederacy's Army Torpedo Bureau, the world's first institution devoted to the systematic production of the notorious weapons.

The story is masterfully told by Ken Rutherford. Ken holds bachelors and masters degrees from the University of Colorado, where he also earned a varsity letter in football, and a Ph.D. in Government from Georgetown. He is also a landmine survivor who suffered bilateral amputations of his legs after his vehicle hit a landmine in Somalia in 1993 where he was working as a humanitarian relief worker.

The meeting will be held in Room 226, at the right rear of the church complex. Doors open at 6:30 p.m.



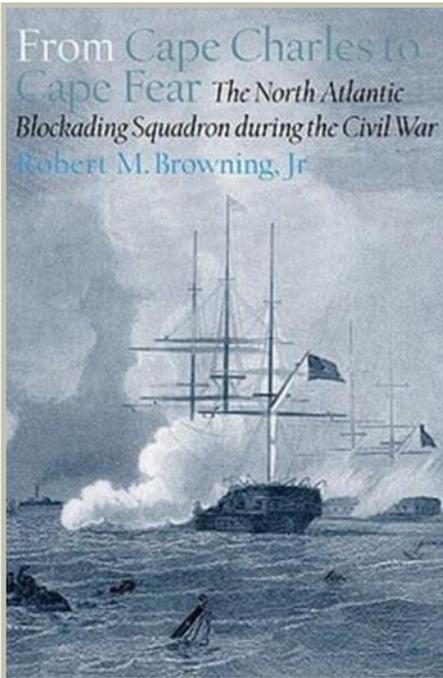
[America's Buried History](#) can be purchased from [Savas Beatie](#).



Ken Rutherford stands where the 8th New York was devastated in the 1862 Battle of Cross Keys. Massanutten Mountain commands the skyline. (Photo by John Banks)

October Presentation: Robert M. Browning, Jr. - Union Blockade

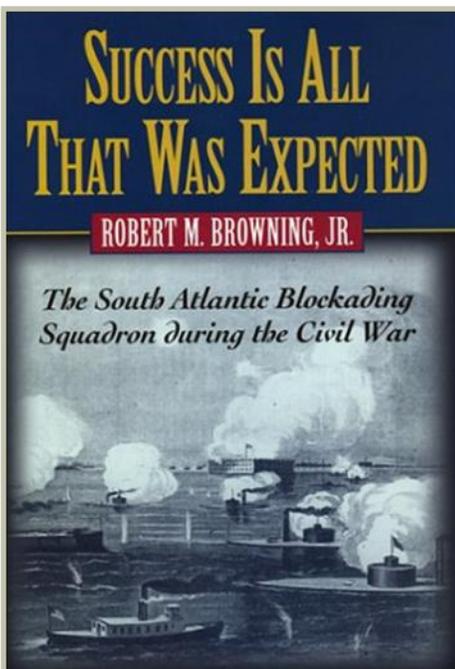
In October, we will welcome Robert M. Browning, Jr., Ph.D., to speak to us about the Union blockade. Dr. Browning, retired chief historian of the U.S. Coast Guard, is the acknowledged expert of the blockade. He has authored three “magisterial” volumes chronicling and analyzing the three most significant blockading squadrons of the U.S. Navy. He earned his Ph.D. in history from the University of Alabama and joined the Coast Guard in 1989, retiring in 2015.



Published in 1993, *From Cape Charles to the Cape Fear: The North Atlantic Blockading Squadron during the Civil War* chronicles the establishment of the crucial U.S. Navy blockade of the Confederate coast from the entrance to the Chesapeake Bay south to the mouth of the Cape Fear River. It was crucial to control this stretch of the coast and the inland waters of Chesapeake Bay, the James and other Virginia rivers and the North Carolina sound country. *The Armed Forces Journal* wrote of this volume: “Highly recommended for its convincing demonstration of the significant influence of naval power on the eastern campaigns—a theater that was thought of almost exclusively in terms of its land warfare.”

In 2002, Dr. Browning added *Success is All That Was Expected: The South Atlantic Blockading Squadron during the Civil War* to his history of the Union blockade.

Success Is All That Was Expected is a comprehensive operational history of the Union naval blockade that monitored the southern Atlantic coast from South Carolina to Florida during the American Civil War. Created in 1861 by the order of President Abraham Lincoln and charged with halting Confederate maritime commerce and closing Southern ports, the South Atlantic Blockading Squadron was the largest of the four Union coastal blockading squadrons for much of the conflict. This story covers the harrowing engagements between ships and forts, daring amphibious assaults, the battles between ironclad vessels, the harassment of Confederate blockade runners, and the incredible evolution of underwater warfare in the form of the *CSS Hunley*.



The world’s leading scholar of Union naval blockades during the Civil War, historian Robert Browning, reveals the squadron’s numerous tactical accomplishments. He also illustrates how its success was constantly hampered by indecisive leaders in Washington who failed to express their strategic vision as well as by reputation-conscious naval commanders who were reluctant to press the fight when the specter of failure loomed. Despite lost opportunities, unfulfilled expectations, and failures along the way, the bravery, sacrifice, and vigilance of these fighting men played a crucial role in the Union’s ultimate victory.

In *Lincoln’s Trident: The West Gulf Blockading Squadron* during the Civil War, Robert M. Browning Jr. continues his magisterial series about the Union’s naval blockade of the Confederacy during the American Civil War. Established by the Navy Department in 1862, the West Gulf Blockading Squadron operated from St. Andrews Bay (Panama City), Florida to the Rio Grande River. As with the Navy’s blockade squadrons operating in the Atlantic, the mission of the West Gulf Blockading Squadron was to cripple the South’s economy by halting imports and disrupting cotton exports, the South’s main source of hard currency. The blockade also limited

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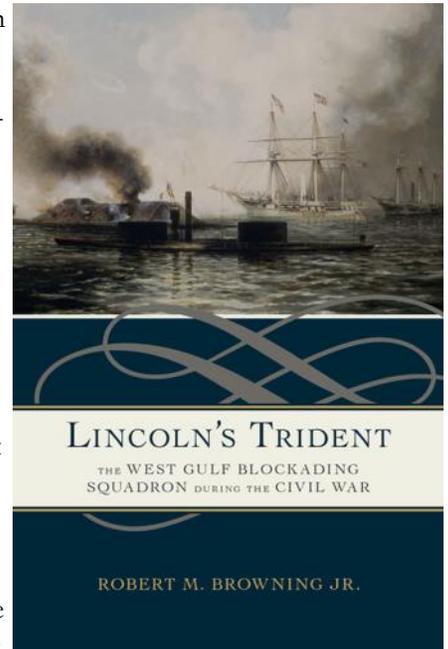
October Presentation: Robert M. Browning, Jr. - Union Blockade, cont.

transportation within the South and participated in combined operations with Union land forces.

The history of the squadron comprises myriad parts and players, deployed in a variety of missions across the thousand-mile-wide Western Theater. From disorganized beginnings, the squadron's leaders and sailors had to overcome setbacks, unfulfilled expectations, and lost opportunities. Browning masterfully captures the many variables that influenced the strategic choices of Navy commanders as they both doggedly pursued unchanging long-term goals as well as improvised and reacted to short-term opportunities.

Notable among its leaders was David Glasgow Farragut, believed by many to be America's greatest naval hero, who led the squadron through most of the war and the climactic Battle of Mobile Bay. Under his legendary leadership, the squadron not only sealed Confederate sea ports, but also made feints and thrusts up the Mississippi River as far north as Vicksburg, Mississippi.

Knowing the Navy's role in isolating the Confederate economy and preventing the movement of troops and supplies within the South is crucial to understanding of the outcomes of the Civil War, as well as the importance of naval power in military conflicts. With thirty-five maps and illustrations, *Lincoln's Trident* expounds upon an essential part of the Civil War as well as naval and American history.



"... This comprehensive work will stand as the definitive treatment of its topic. Recommended."

—CHOICE

"The herculean task of patrolling the one thousand miles of shoreline between St. Andrews Bay, Fla., and the Rio Grande fell to the West Gulf Blockading Squadron. In *Lincoln's Trident*, Browning presents what will surely be the definitive study for years to come, if not forever. The depth and breadth of his research is incredible. . . In truth, I don't know that I have ever seen a more impressive documentary foundation. . . How the blockade was maintained, and how under Farragut's superb leadership it helped shorten the war, are beautifully answered in this big and important book."

—Alabama Review

"The story of the Union blockade in our part of the world is beautifully and thoroughly told in a new book, *Lincoln's Trident: The West Gulf Blockading Squadron during the Civil War* by Robert Browning Jr., chief historian of the U.S. Coast Guard and author of several books."

—Mobile Bay

"It is an extremely well-researched, highly readable book about the West Gulf Squadron, it informs, it engages and it educates. It explains the problems of blockading and of fighting in rivers, it praises when due and criticizes when necessary. It complements Browning's other Civil War books on the blockading squadrons and is a welcome addition to the naval view of the war."

—The Mariner's Mirror

"In recent years, some of the most valuable contributions to the naval bookshelf have been authored by U.S. Coast Guard chief historian Robert Browning, whose Union blockading squadron studies remain unmatched in magnitude of research and content. Each new release in his series is a significant event in Civil War publishing and Browning's newest book, *Lincoln's Trident: The West Gulf Blockading Squadron during the Civil War*, is more than the qualitative equal of its North and South Atlantic squadron predecessors."

—CIVIL WAR BOOKS and AUTHORS

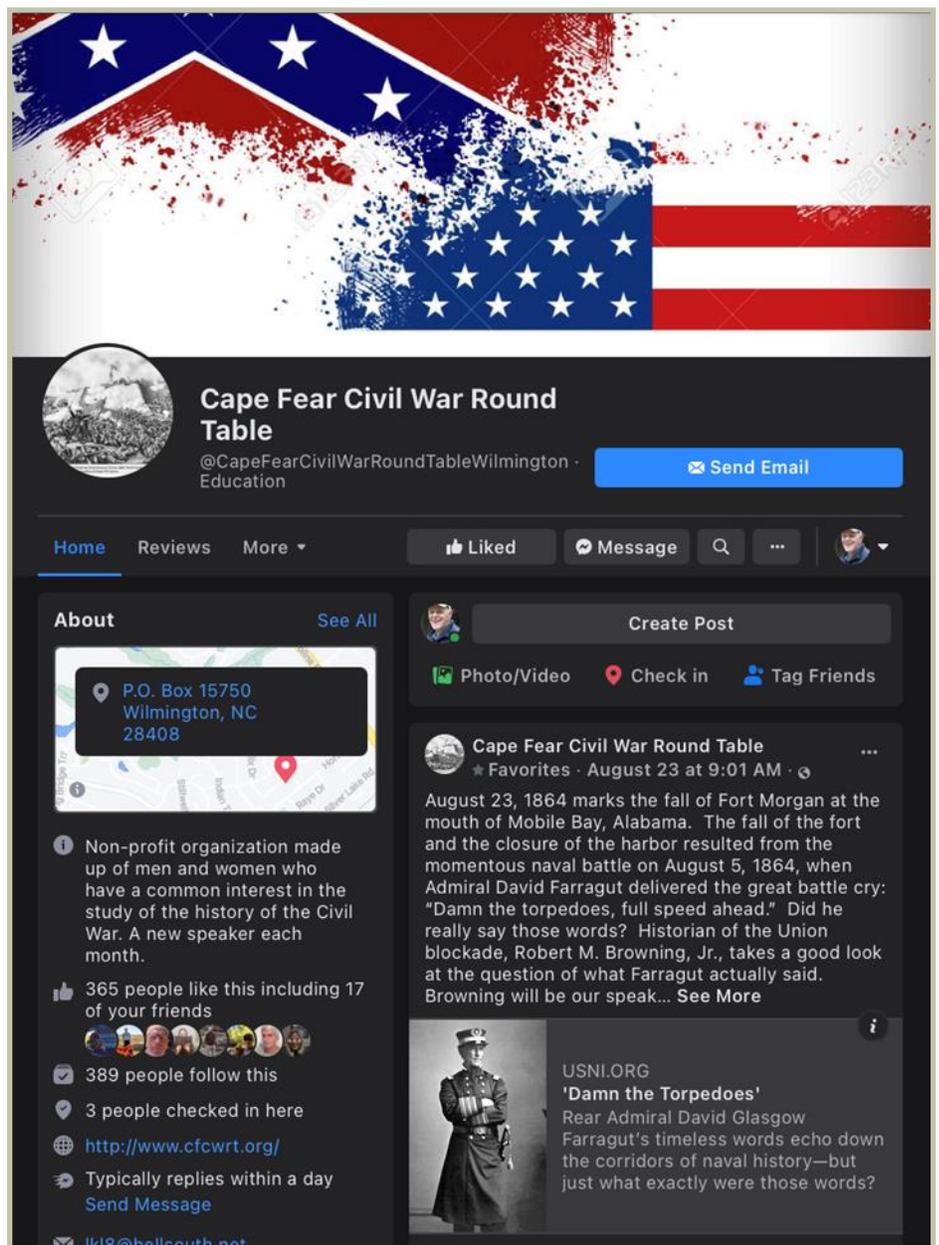
Volunteers wanted

Social media is a potent communications tool for an organization like our **Cape Fear Civil War Round Table**. We have an active Facebook presence and it has helped to raise awareness of our mission and our speakers, but MUCH MORE could be done.

Our Facebook page (perhaps it should be converted to a “group”) needs renovation. I follow many other Civil War Round Table groups around the country and I’m impressed by the way some round tables develop original content almost every day. Often, it’s something as simple as following a “Civil War Day by Day” blueprint to come up with ideas. Once the topic is chosen, a bit of Internet research can practically write the item.

Many round table Facebook groups rely on sharing content from other sources such as other round tables, the American Battlefield Trust, the Library of Congress, and others. We’ve made good use of this technique. Most round tables do a very good job of promoting upcoming meetings and we could do much better in that regard.

There’s a lot more than Facebook out there in the “universe” of social media: Instagram, Twitter, etc. If you’re interested in helping out, please contact Bill Jayne at jayne.bill@gmail.com or (910) 386-9203, or just bring it up at our next meeting. Thanks!



Upcoming CFCWRT Events

October 14, 2021

Robert Browning: Union Blockade

November 11, 2021

Betty Vaughn: A Civil War Christmas

Trivia Questions

1. What notable CSA strategist typically refused to inform top aides about forthcoming movements?
2. When the mail transported to front-line Federal units was delayed, what rumor frequently spread as a result?
3. How many different railroad companies were in operation in the southern states during the civil war?
4. What body of uniformed black troops is believed to have been the first to organize and drill?
5. Because of heavy casualties, before going into battle, Civil War soldiers devised the first “dog tags” of what material?

Answers of Page 10

Online Presentations

[The American Civil War Museum Online Exhibits](#)

- § Birth of Monument Avenue (Richmond)
- § Contested Franchise: The 15th Amendment and The Right to Vote in America
- § Embattled Emblem (Battle Flags)

[The Mariners Museum](#)

Sept. 9th 12 pm (ET) - Coastal Ironclads other than Monitors
Presented by John V. Quarstein, director emeritus of the USS Monitor Center

Sept. 24th 12 pm (ET) - Battle of New Market Heights
Presented by John V. Quarstein, director emeritus of the USS Monitor Center

Did you know...?

Union Major General Daniel E. Sickles was visiting the White House one night in December 1863 when there was a confrontation over Confederate sympathies of Mary Todd Lincoln's half-sister, Emilie Todd Helm. Sickles went up to the President's office to complain about “that rebel” in the White House. “Excuse me, General Sickles, my wife and I are in the habit of choosing our own guests,” responded President Lincoln. “We do not need from our friends either advice or assistance in the matter. Besides, ‘the little ‘rebel’ came because I ordered her to come, it was not of her own volition.”

Arming the Confederacy: Virginia's Mineral Contributions to the Confederate War Effort
by Robert C. Whisonant



The American Civil War is often seen as the first truly industrialized total war, one that consumed enormous amounts of human and material resources. But the two opponents were not evenly matched; the North had a preponderant share of raw materials, manufacturing ability, and population. On the eve of battle in April 1861, most of the mines, forges, and foundries in America were located in Union states. Some 90 per cent of the manufacturing capacity resided there—their factories made 97 percent of the firearms, 94 per cent of the cloth, 93 percent of the pig iron, and over 90 per cent of the boots and shoes. The disparity in the capability to make items necessary to the conduct of hostilities rested primarily on the North's possession of more mineral riches, most particularly iron and coal, the foundation of heavy industry.

Within the Confederacy, Virginia had long been the foremost mineral producer. The greatest concentration of this natural wealth lay in the mountainous southwestern quarter of the state where large deposits of saltpeter, lead, salt, iron, and coal had been exploited for over a century. In addition, mines in the region yielded some copper, zinc, gold, and silver from time to time. To be sure, other parts of the South had mineral resources, notably Alabama with important iron and coal operations; none, however, rivaled the richness and variety of the troves in Southwest Virginia. This did not go unnoticed by Federal strategists intent on bringing down the Confederate war machine.

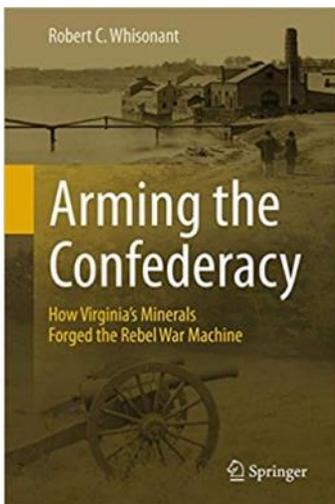
Part IV ~ Coal

By the 1860s, coal was rapidly replacing wood to power the new iron machines essential to conflict, especially railroad locomotives and armored warships, and to fuel the factories that made such devices. Nowhere is the growing importance of coal better exemplified than by the March 9, 1862, clash between the *USS Monitor* and the *CSS Virginia* on the waters of Hampton Roads, Virginia. That benchmark day witnessed two historic firsts in naval engagements: both warships were covered with iron plate and both were propelled by coal-fired steam engines. Coal and iron were now inextricably linked as keys to the successful prosecution of warfare.

In mid-19th century America, one Northern state—Pennsylvania—possessed three-fourths of the world's known deposits of anthracite. This hot-burning, carbon-rich coal was extremely desirable for the high-temperature furnaces making pig iron. The anthracite-fired metal was much less expensive to make than that from the less efficient charcoal-burning furnaces more commonly used in the South. The abundance of anthracite had prompted a fundamental relocation of American iron manufacturing to Pennsylvania in the antebellum years. There the numbers of furnaces and forges grew rapidly and gave rise to a supporting network of railroads, all of which had the North's heavy industry well on the way to world-class status when open warfare finally erupted in 1861.

In contrast, the states that comprised the Confederacy, with the notable exception of Virginia, had failed to build up a strong coal mining industry to undergird iron making. Besides Virginia, sizeable accumulations of bituminous coal had been found in Kentucky, Tennessee, and Alabama. The Midlothian coalfields, however, just west of Richmond were much more developed than any others in the South. Discovered around 1700, Midlothian coal became the first in America to undergo commercial-scale production in 1748. A century later, these

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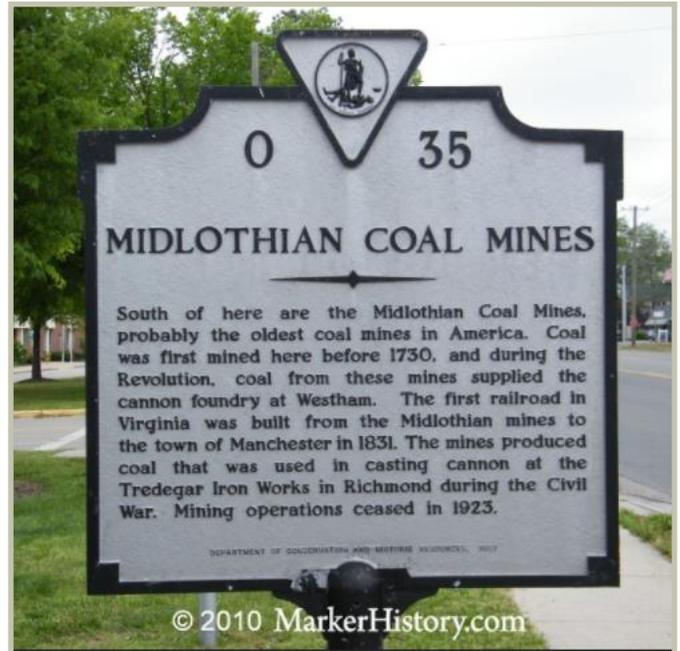


Arming the Confederacy: Virginia's Mineral Contributions to the Confederate War Effort
 by Robert C. Whisonant (cont.)

mines were providing energy for the forges and foundries in the capital city and had even given rise to a small railroad network, similar to the much larger Pennsylvania system. During the war, the Midlothian fields produced over 100,000 tons of coal annually. Much of that output went directly to the Tredegar Iron Works, the heart of the Confederate industrial war effort.

Across the state from the Richmond fields, Southwest Virginia coal had been mined in Montgomery County near Blacksburg since the late 1700s. Known generally as the Valley coal fields, these beds are semi-anthracites, significantly higher in grade than the bituminous Midlothian coal. During the war, the Confederate government obtained coal from one of the Montgomery County mines and shipped it eastward to Richmond and Norfolk. The tradition has grown up that this coal was placed in the bunkers of the South's first armored warship and stoked her engines in the epic battle with the *Monitor*.

In summary, Virginia turned out massive amounts of niter, lead, salt, iron, and coal for the Confederacy. The state also contributed copper and zinc, though in much smaller quantities. Some historians have contended that one of the main reasons for shifting the Confederate capital from Montgomery, Alabama, to Richmond in 1861 was to ensure that Virginia's industrial might and vast natural resources would be staunchly defended to the very end, as indeed they were. Lee, Jackson, and the Army of Northern Virginia would go on to great glory and legendary status, but from the beginning, perceptive Confederate leaders knew that Virginia's mineral wealth and manufacturing based on those resources would be requisite to arming and sustaining the South in a prolonged, resource-intensive conflagration.



1866 stock certificate-image courtesy of Virginia Historical Society.



Trivia Answers

1. Stonewall Jackson possessed attributes to succeed: a combination of great audacity, excellent knowledge and shrewd use of the terrain, and an uncommon ability to inspire his troops to great feats of marching and fighting.
2. Glory be! The war is over!
3. 112. The 1850s had seen enormous growth in the railroad industry so that by 1861, 9,500 miles of track had been laid in the South. The great rail centers in the South were Chattanooga, Atlanta, and most important, Richmond. Very little track had yet been laid west of the Mississippi.
4. The First South Carolina Volunteer Infantry was the first officially recognized black unit of the Union Army during the Civil War. It was quietly authorized by President Lincoln and organized in August of 1862. The regiment reached its full complement of 1,000 men and was mustered in during November of that year.
5. Names and addresses were hand lettered on handkerchiefs or pieces of paper pinned to uniforms.

Trivia questions and answers from the *Civil War Trivia and Fact Book* by Webb Garrison.

First South
Carolina Volunteers
Infantry Regiment
(1862-1866)



Did you know...?

Vulnus sclopetarium

Fading from the vernacular, the Latin phrase vulnus sclopetarium is a quaint, mystifying, and fascinating term that is translated as gunshot wound. Trauma surgeons, military surgeons, and scholars of the medical aspects of the Civil War may be familiar with the term. Vulnus is easily deciphered from ancient Latin as wound, whereas the origin of sclopetarium proves more difficult to discern. Since there were no guns present in ancient Rome because guns were not invented until around the 13th century; hence, no Latin word for them existed. Sclopetarium is classified as neo-Latin, and deconstruction of the word reveals that sclopeteta means gun, but that destination was arrived at via a convoluted path. The suffix -arium implies a place. Remarriage of the two parts suggests that the gun is an instrument of injury, which is typically incurred on a battlefield.

Read the whole article: [Baylor University Medical University](#)

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

Union Major General Daniel Sickles

Sickles served as military governor of the Carolinas from 1865 to 1867. President Andrew Johnson’s views differed from those of Sickles, however, and the President relieved Sickles of his command. Sickles was mustered out of the service January 1, 1868, and was placed on the retired list with the full rank of Major General on April 14, 1869.

In spring 1869, President Grant appointed him United States Minister to Spain, a post which he retained until March 20, 1874. He continued his reputation as a ladies’ man in the Spanish royal court. In 1871, Sickles remarried Senorita Carmina Creagh, the daughter of a Spanish Councilor of State. He converted to Catholicism, and fathered two children with her. After relinquishing his position as minister, Sickles continued to live abroad until 1880.

Sickles returned to New York alone and re-entered politics, living out the remainder of his life in New York City. He lived apart from his wife and children for almost thirty years.

In 1886, at the age of 67, Sickles was re-elected to Congress, where he made important legislative contributions to the preservation of the Gettysburg Battlefield, a site he often visited during his later years.

What has gotten lost amidst the negative Sickles portrayals is the often commendable work that he did in preserving the Gettysburg battlefield. Dan Sickles was a driving force in the early preservation and development of Gettysburg National Military Park. In addition to establishing the appropriate legislation in Congress, he was the leader in marking New York’s positions and monuments on the battlefield. Few veterans contributed as much to memorializing the battlefield as he did. Many men played significant roles on the battlefield, and many were significant in developing the National Military Park as we know it today. But Sickles is unique in having made significant contributions both during and after the battle. For more in-depth information check out this link: [Dan Sickles: Battlefield Preservationist](#)

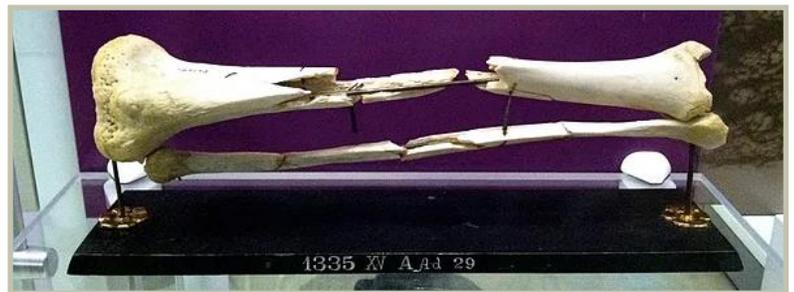
Sickles died of "cerebral hemorrhage" at New York City on May 3, 1914 at the age of 94. He is buried at Arlington National Cemetery.



Congressman Sickles



Two former 3rd Corps commanders. Dan Sickles (sans leg) and Samuel Heintzelman.



National Museum of Health and Medicine photo

Sickles lost his right leg in the Battle of Gettysburg. After the surgery, Sickles gained lasting fame for donating his amputated limb to the Army Medical Museum in Washington, DC. The limb was received with a small card which said, "With the Compliments of Major General D.E.S." Part of the Walter Reed Army Medical Center, the Army Medical Museum has kept Sickles' amputated limb on display.

Civil War Phrases

Camp Kettle: An artillery missile.

Candlestick: A soldiers' derisive term for the bayonet, which, though seldom used as a weapon, could be thrust into the ground so that its upturned socket would hold a candle. Also called and used as a tent peg.

Carpet Knight: (1) In the North, a member of the National Guard. The term has been used since at least the 1500s in England for a stay-at-home soldier, or one used to luxury. (2) In the South, a name given by Confederate soldiers to any member of John Mosby's partisan rangers.

Forty Rod: Cheap whiskey, so strong it could kill at forty rods.

From Civil War Wordbook by Darryl Lyman

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CAPE FEAR CIVIL WAR ROUND TABLE

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You can find us on the Web! Cfcwrt.org

Visit us on Facebook: [CFCWRT](#)

THE RUNNER is the official monthly newsletter of the CFCWRT. If you have member news or news about Civil War events that you think would be of interest to the CFCWRT membership, send an email with the details to the editor, [Sherry Hewitt](#). Thank you.

The **Cape Fear Civil War Round Table** is a non-profit organization made up of men and women who have a common interest in the history of the Civil War. The meetings include a speaker each month covering some aspect of the Civil War. This serves our purpose of encouraging education and research into that historical conflict.

Click here for membership information: [Membership Application](#)

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