

We are meeting one week earlier this month, Monday, May 18th, because of the Memorial Day holiday!

Annual membership remains \$20 annually, or \$5 for students. Checks should be made out to Don Kadar and can be mailed to his home at 61895 Fairland Drive, South Lyon, MI 48178; or simply brought to the meeting and given to Don or Jeanie Graham. Cash is always welcomed.

On Monday, May 18th, the Roundtable welcomes Michael Gillett, who will share with us the little studied topic of “Civil War Chaplains”. The tools and manner of the chaplain has not changed much over the last 150 years. Today, we can easily find a small, rural church whose services would be virtually identical to a Civil War Era Sunday morning. Both the Union and Confederate governments authorized chaplains early in the war. Almost 4,000 individuals (including at least one woman) served as chaplains during the war. Mike will speak to the many roles and types of chaplains, and the portrayal that he has chosen to do as a reenactor. Michael doesn't “portray” a chaplain, he is a chaplain. Mike's life-long interest in the Civil War has evolved into reenacting for over 10 years, portraying a Union Chaplain. Today, several members of his immediate family also reenact. He is a member of the 21st Michigan (President Emeritus) and the 4th Michigan. Mike has the honor of speaking at grave dedications for Civil War veterans, often with descendants in attendance. Praying at the 24th Michigan Monument at Gettysburg with 100 reenactors portraying the 24th was a very memorable experience!

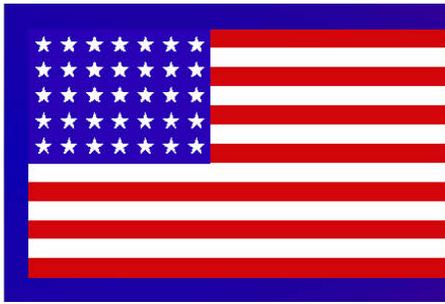


The Roundtable would like to thank Mark Hoffman for his informative and entertaining presentation on “Among the Enemy: A Michigan Soldier's Civil War Journal.” Mark shared with us the journal of William Horton Kimball of the 1st Michigan Engineers, from Spring Arbor (west of Jackson), that he discovered in the Detroit Public Library's Burton Historical Collection. William was a farm boy who moved with his family from New York as a teenager. William joined the 1st Michigan Engineers because one of the regiment's Captains was his neighbor. The army did not give much thought to William's occupation because a short war was expected in 1861. The 1st Michigan Engineers was one of only three engineering regiments mustered in 1861. The regiment included some officers with railroad experience, a few engineering degrees, and enlisted men with carpentry, joiner, and wheelwright experience.



The regiment spent early 1862 in Kentucky where the population was very supportive. The reception was much less friendly when the 1st Michigan Engineers moved into Tennessee and Alabama. The regiment ran a railroad in Alabama which required repairing telegraph lines, bridges, and railroad track. Bushwhackers frequently fired upon the engineers. During 1862 everyone realized that there would be no easy victory. Several of the civilians living in Alabama were farmers by day and then guerrillas at night. The majority of the civilians wanted the armies to “leave us alone” or “I just not want to be part of this war”. By 1863-1864, larger groups of guerrillas had formed. The regiment's commander, Colonel Gilbert, put up a scaffold for the guerrillas. The regiment supplemented their diet with foraging from the countryside. Foraging, both purchased and stolen, became a tool to control the population. Early in the war, soldiers would go to a house and occasionally find an old widow. They would then leave her alone. As the war went on, the soldiers would take her food.

William Kimball left for Michigan on November 17, 1864, after participating in the capture of Atlanta, when his 3-year enlistment expired. William farmed and married in 1873. His family eventually moved to Ludington.



Fall Trip: The planning for our fall trip to Perryville is well along. **The date is Saturday, October 10-Sunday, October 11th.** Chuck Lott, interpretive specialist and treasurer of the Friends of Perryville Battlefield; Darryl Smith, co-host of Comprehensive Perryville Walking Tours; and Stuart Sanders, author of many books, including [Perryville Under Fire: The Aftermath of Kentucky's Largest Civil War Battle](#) will be our guides. The trip cost has not been finalized yet. **Rooms at the Hampton Inn, Danville, 859-236-6200,** have been reserved at the block rate of \$104/night plus tax. Saturday night's banquet will be at Shaker Village, at Pleasant Hill. The menu is still to be determined, with a cost of \$40 per person. More details and highlights will be provided at the May meeting. This will be another great trip!

MRRT Minutes for April 27, 2015: The **Call to Order** 6:40 p.m., about 25 people present for business meeting. **Pledge** dedicated to men and women, North and South, who fought in our Civil War. **Introduction of Guests and New Members** Bill Costick, a visitor from Grosse Ile **Secretary's Report** Accepted **Program** The May meeting is one week earlier than normal due to the Memorial Day holiday. Dave Pettigrove, of the 5th Michigan Regimental Band, will provide a bugling demonstration for the June meeting. **Items of Interest** Jeanie Graham was at the Henry Ford Museum for the 150th anniversary of Lincoln's death. She said that Lincoln's chair was out of the glass enclosure and was nicely displayed, with an honor guard of reenactors. **Old Business** Ron Cleveland proposed donating \$200 to the Jerry Maxwell Scholarship fund, which passed, in spite of not much cooperation from North Farmington High or feedback from the recipients.

Quiz Questions: This month's questions and answers pertain to Civil War Chaplains:

1. How many chaplains served in the Union and Confederate armies?
2. How much were chaplains paid in the two armies?
3. What were some of the other duties fulfilled by chaplains?
4. What were some unexpected first involving chaplains during the war?
5. Who was Father William S. Corby?

Civil War Essentials—Railroads Southern railroad equipment began to wear out after 3 long years of war.

When the war began, Southern manufacturing shifted to war production from railroad production. For example, the Tredegar Iron Works in Richmond shifted from locomotive to cannon and armament production. Even in 1860 the North produced 451 locomotives while the Southern states produced only 19.

The southern railroads began to wear out in 1863, resulting in much slower train travel. Southern locomotives were hand-made without interchangeable parts. Everything required for quality railroad maintenance was missing.

The Confederate army and navy received the iron that the railroads required. For example, the naval ironclads took iron from the railroads.

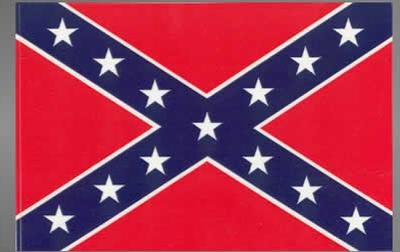
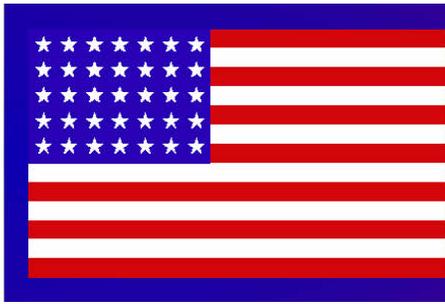
The lack of railroad cars was another major problem. Materials to produce the very sophisticated wheels for the cars were in short supply by 1863, primarily because they were being used for ships.

The South also had major personnel shortages with their railroads.

Railroads were very labor intensive during the Civil War period, requiring 5 to 7 men for 150 tons of cargo. Also, 4 to 5 workmen were required for each mile of track.

When the war began, 16,000 men worked for the Southern railroads, a lot of whom were slaves. As the war dragged on, it became more and more difficult to find workers. For example,





most of the limited supply of mechanics shifted to armament production during the war. The mechanics apprentice program required years to be completed.

Railroad work was dangerous with 2-4% of workers injured yearly, primarily because railroad car coupling was done manually. Today, coupling is automatic.

By 1863, the Northern army became very successful at attacking Southern railroads.

As the war progressed, one Northern soldier could cause major damage with the tools in his pocket. Three men could bring down a large span bridge in 10 minutes.

After a Northern raid, the Southern repair crews had to strip track and equipment from the small rural railroads to repair the damage. As a result, several areas were cut off from the rest of the country.

The Northern railroads were very well organized for the war effort.

The U.S. Military Railroads were larger than any private company of the Civil War time period, operating 2,105 miles of line, 419 locomotives, and 6,330 railroad cars. Almost all of the employees were civilians, who knew what they were doing. Both groups answered to the Secretary of War. General Herman Haupt, set this format up. General Haupt became the world's first military railroad strategist. He also wrote the definitive textbook on bridge building.

General Haupt established several rules that had to be followed. Everyone at the front helped to unload trains. No general was allowed to interfere with train schedules or what material was carried on the train. Military traffic had absolute priority over freight and passenger trains, which were literally "sidetracked" to let the military through.

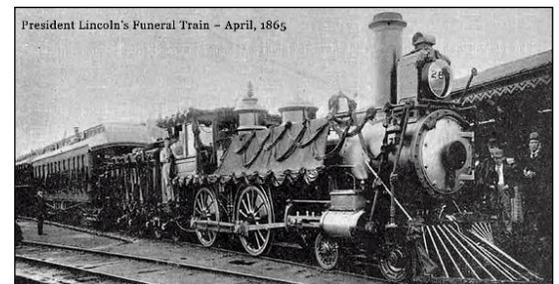
The North was able to rebuild track very efficiently and support attacking armies.

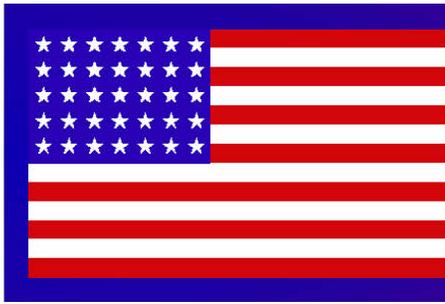
With experience, the Northern army could rebuild track almost as fast as the Southerners destroyed it. A large number of the workmen were freedmen. During the 1862 Peninsula Campaign, General Haupt rebuilt a large bridge destroyed by the retreating Southerners. The 400 foot long and 100 foot high bridge was rebuilt in only 9 days. Pre-fabricated bridge components were manufactured. "The Yankees can build bridges quicker than the Rebs can burn them down."

During the Gettysburg campaign, a railroad to evacuate 15,000 men was opened soon after the battle ended. The Northern railroads kept the Army supplied during the campaign even though the Northern commander General Meade did not know where the army was going.

During the 1864 Atlanta campaign, the first train rolled in the day after the Confederate surrender. The railroad men repaired 11 major bridges to accomplish this. At the same time, the Eastern army was receiving major support from the railroads. A railroad line was built parallel to the Northern battle line at City Point, Virginia.

Civil War Sesquicentennial (May 1865): 1 May: President Johnson orders the appointment of nine officers to try the Lincoln conspirators. Jefferson Davis and other members of his party are still on the loose, presently at Cokesbury, SC, but trying to make their way to Texas by way of Florida. **2 May:** President Johnson offers a \$100k reward for the capture of Davis. **3 May:** Abraham Lincoln's funeral train makes it to Springfield, IL. He will be buried the next day. **4 May:** CSA Richard Taylor, commander of Confederate troops in Alabama, surrenders to Edward Canby and is given, in general, the same terms Lee was given by Grant. The Confederates west of the Mississippi are still in a state of war with the Union. **5 May:** Connecticut ratifies the 13th Amendment. **6 May:** Sec of War Stanton appoints the commissioners to try the Lincoln conspirators. Among them are Lew Wallace and David Hunter. **8 May:** Federal and Southern troops clash near Readsville, Missouri. **9 May:** Nathan Forrest disbands his troops. **10 May:** President Johnson tells the nation that the rebellion against the Federal government is "virtually at an end." Jefferson Davis, his wife and small party are captured by the 4th MI Cavalry near





Irwinville, GA. CSA Samuel Jones surrenders his command at Tallahassee, FL. William Quantrill is mortally wounded this day near Taylorsville, KY. Members of his ranks include the future western outlaws Frank and Jesse James, and Cole Younger. **11 May:** CSA M.J. Thompson surrenders his troops occupying the Missouri-Arkansas region. **12 May:** President Johnson appoints Oliver O Howard to head the Bureau of Refugees. Federal Col Theodore Barrett captures but later abandons the Confederate camp at Palmitto Ranch, TX. The Battle of Palmitto Ranch is the last significant land battle of the war. **17 May:** Over considerable Southern resistance, Philip Sheridan is appointed commander of the district west of the Mississippi and south of the Arkansas River. **19 May:** The CSS Stonewall, a 1390-ton ironclad ram, is surrendered to Union authorities in Havana harbor. **22 May:** President Johnson declares all Southern seaports, excepting four in TX, open for commerce. Jefferson Davis arrives at Fort Monroe, VA. **23 May:** George Meade's Army of the Potomac marches in the 'grand review' at the capital. **24 May:** William Sherman's troops march in their 'grand review' in the capital but noted is the difference between the spit and polish of Meade's troops as contrasted with the more casual appearance of the western troops. Skirmishing between Federal and Confederate troops occur near the town of Rocheport, Missouri. **25 May:** Some 20 tons of captured gunpowder stored at the Mobile seaport explodes, producing nearly 300 casualties. **26 May:** Emissaries for CSA Kirby Smith and Edward Canaby discuss terms of surrender for all Confederate troops west of the Mississippi. An agreement is reached on 2 Jun. However, troops under CSA Jo Shelby refuse these terms and cross over to Mexico hoping to continue the struggle. **27 May:** President Johnson orders the release of near all military prisoners. **29 May:** President Johnson issues a proclamation giving terms for a general amnesty for participants in the rebellion against the Federal authorities. For info on Michigan sesquicentennial events, visit seekingmichigan.org/civil-war.



1. There were at least 2,387 men and 1 woman who served as chaplains in the Union Army, while at least 1,303 men served in the Confederate army as chaplains. The chaplains were overwhelmingly Protestant.
2. Union chaplains earned \$100 per month plus rations and feed for one horse. Confederate chaplains only earned \$50 a month after a congressman complained that "all a chaplain has to do is preach once a week."
3. Chaplains handled the duties of courier, postal clerk, carpenter, nurse, gunrunner, and soldier.
4. Mrs. Ellen E. Hobart of the 1st Wisconsin Heavy Artillery became the first woman chaplain in the United States Army. Louis Nelson became the first African-American to minister to white soldiers – this was with the Confederate army in Tennessee.
5. Father Corby was famous for giving absolution to the Irish Brigade at Gettysburg on July 2, 1863 – a scene depicted in the movie *Gettysburg*. Father Corby's Gettysburg statue was erected in 1910, the first one for a non-general.

This will be a great meeting on Monday, May 18th, with Mike Gillett presenting "Civil War Chaplains" at the Farmington Community Library. The business meeting will begin at 6:30 pm. Also, check-out our website at <http://history.farmlib.org/mrrt/>.