

Our Monday, September 26, 2016 meeting begins at 6:30 pm in the basement of the Farmington Library with MRRT member R. K. Barton discussing “Border Wars: Kansas and Missouri”. Please visit our website at <http://www.farmlib.org/mrrt>

Our field trip to Antietam is coming up very soon, the weekend of October 8th and 9th! Please remember that we will be meeting with our tour guide, Scott Patchen, at the Frederick, Maryland Hampton Inn at 7:30 pm on Friday night, October 7th. Approximately 40 people have signed up for what will be a great weekend!

If you have a Senior National Park Pass please bring it with you. The pass will reduce our entry costs at the various National Park sites that we will be visiting.

Questions? Call Mollie (313.530.8516), Linda (586.588.2712), or Jeanie (248.225.7596).

The Roundtable welcomes back our member, Rufus K. Barton, who will speak on “Border Wars: Kansas and Missouri”.

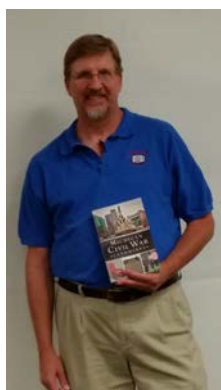
The Civil War in Kansas and Missouri does not receive much attention in the history books, even though it actually started in Kansas as early as 1854. Missouri had a star on both flags, two governments, and its own neighbor vs. neighbor war. Rufus will share with us the violent story of what went on in Kansas and Missouri during the Civil War.

Rufus previously spoke to our group on “*Missouri Surprise of 1864, the Battle of Fort Davidson*”. Rufus grew up in the St. Louis, Missouri area and moved to Michigan in 1975. He was an U.S. Army Lieutenant and a pilot for 30 years.



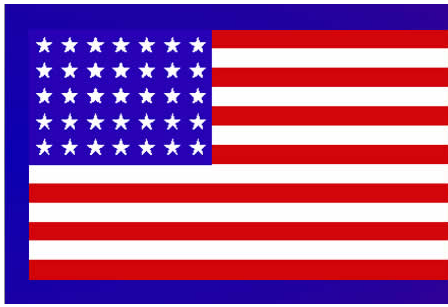
The Roundtable thanks David Ingall for his excellent presentation on “Detroit Civil War Sites and Stories”. Even though Michigan and Detroit had a much smaller population than several other Northern states and cities, it made a significant contribution to the Union victory. Numerous Michigan regiments mustered for service in Detroit. There were more than 12 generals connected to Detroit and Michigan.

Detroit was celebrated as the last stop on the Underground Railroad to Canada. The Gateway to Freedom monument is in Hart Plaza with a corresponding monument in Windsor. Frederick Douglass met with abolitionist John Brown in the home of William Webb, part of Detroit’s Greektown. George DeBaptiste was the leading conductor in Detroit.



General Grant lived in Detroit after his service in the Mexican War (1849-1851). General Meade (lived in Detroit from 1857-1861) was an engineer who helped map the Great Lakes and Saginaw Harbor. The statute of Michigan’s own General Alpheus Williams is on Belle Isle, including his horse Plug Ugly. Other Michigan generals included Orlando Willcox and Henry Morrow of 24th Michigan fame at Gettysburg. General Henry Hunt, head of the Army of the Potomac’s artillery, was born in Detroit. **Orlando Poe was the chief engineer for General Sherman’s March to the Sea. After the war, he was the chief engineer for the Sault locks, including the Poe lock.**

Gentle Annie Etheridge, from Detroit, was revered by the soldiers as a nurse and cheerleader. She won the Kearny Cross. Father William Corby grew up in Detroit. He became the priest for the Irish Brigade. Several Michigan regiments distinguished themselves during the War. **The 1st Michigan was the first western regiment to go to Washington in 1861.** President Lincoln said “Thank God for Michigan.” The 17th Michigan became known as the “Stonewall Regiment” after the 1862 Battle of South Mountain. The 24th Michigan was the state’s most famous regiment. Most of its members came from Wayne County.



The 1st and 5th Michigan Cavalry, part of the Michigan Cavalry Brigade, trained in Detroit camps. **Colonel Russell Alger commanded the 5th Michigan Cavalry. He was a soldier, commander of the Grand Army of the Republic, governor of Michigan, U.S. Senator, and Secretary of War during the Spanish-American War.**

Detroit area Civil War sites include The Henry Ford Museum in Dearborn, where the chair that President Lincoln was sitting in when he was assassinated is kept. The Dearborn Arsenal, now the Dearborn Historical Museum, was built in 1835.

Historic Fort Wayne is fading away. The Fort is located next to where the Gordie Howe Bridge to Canada will be built. Most of the buildings are in poor condition. The present plan is to save six buildings. Montgomery Meigs designed the fort.

Detroit's Grand Army of the Republic building at Cass and Grand River has been remodeled. The building now has a restaurant on the First Floor. Tours are available for the remainder of the building, which is in good condition.

Elmwood Cemetery in Detroit is the final resting place for many Civil War era personalities. Both Michigan U.S. Senators, Zachariah Chandler and Jacob Howard, are buried there. General Phillip St. George Cooke, father-in-law of Jeb Stuart, is there. Numerous African-American soldiers from the 102nd U.S. Colored Infantry are buried in Elmwood.

James Vernor, founder of Vernor's ginger ale and Civil War veteran, is buried in Woodmere Cemetery.

MRRT Minutes for August 29, 2016: Call to Order 6:35 pm, about 25 present for business meeting **Pledge** Dedicated to another soldier killed in Afghanistan **Introduction of Guests and New Members** None **Secretary's Report** accepted **Preservation** Tennessee has set aside a permanent portion of the state's Real Estate Transfer Tax to be allocated for preservation. Thanks to state, Federal grants, other sources, nearly 503 acres at Rocky Ridge, GA, 301 acres at Shiloh, 127 acres at Stones River, TN and 75 acres at Bentonville can be saved for \$135,000, at a \$15.71 to \$1 match. Another project is 84 acres near the Dunker church at Antietam. The asking price is \$1,525,000, but thru matching grants from the NPS and Save Historic Antietam, over \$1,111,125 was raised with a \$3.69 to \$1 match. A motion was made and approved to contribute \$300 to the Antietam project. **Newsletters** Bob read from NYC Dispatch, the Indianapolis Hardtack, and the Toledo Minie Bulletin. **Website** Updated monthly **Trip** 38 paid to go to Antietam as of now. Lunch details are being worked out. **Program** Jim is working on 2017. **Items of Interest** Long ago Jerry Maxwell gave a talk about WHL Wallace, but didn't know his horse's name. The name is Prince and the grave has recently been found.

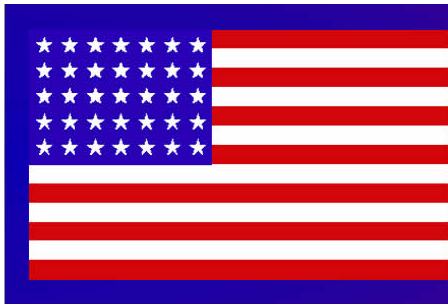
Quiz Questions: This month's questions and answers pertain to "Border Wars; Kansas and Missouri"

1. What were the Southerners and Unionists called in this area during the Civil War?
2. Which famous outlaws joined the Confederate side in Missouri?
3. What was the state of Kansas called before the Civil War officially began in 1861?
4. How many soldiers did Missouri provide for each side?
5. When and where was the largest battle west of the Mississippi River?

Civil War Essentials - Captain Eads Builds Some Boats

Early on, many people including General Winfield Scott recognized the importance of the Mississippi River system in the prosecution of the war. Both sides cast about for ways to use the rivers for their strategic purposes and rushed to assemble fleets of (mostly) converted civilian river boats to bolster their plans. **An experienced river man who had made a fortune salvaging sunken ships had an idea for purpose-built river ironclad warships to help the Union reconquer these western waters.**

James Buchanan Eads – named after his mother's cousin, the future President – was born in Indiana in 1820. In 1833, after the family had moved to St. Louis, James' father suffered business failure and abandoned his family, forcing James to leave school at age 13 and go to work. The owner of the dry goods store he worked in allowed him to use his library in his spare time [later, Eads would assist this man when he had fallen on hard times]. There Eads read books on



science, math, machinery and civil engineering. As an adult James Eads designed a salvage boat and diving equipment and soon became wealthy recovering cargo and equipment from the many steamboat wrecks in the Mississippi.

As the war began, Eads wrote his friend Attorney General Edward Bates urging that the Union conduct a vigorous riverine campaign. Bates arranged a meeting with the Cabinet for Eads who proposed a broad strategy using Cairo, Illinois as a base and using the extensive local facilities and ships now idled by the Confederate closure of the Mississippi to construct a fleet. The idea of a fleet of unique ironclad river gunboats held appeal. After discussion with experienced riverboat builders and captains, **U. S. Navy constructor Samuel Pook designed a flat-bottomed 175 ft. long ironclad with a sloped casemate mounting up to 20 heavy guns.** It would be propelled by a centerline paddlewheel which was shielded by armor. Although the boats were a Navy design, the status of the river fleet remained clouded. The Navy’s prior experience had been blue water only. Faced with the huge task of building the coastal blockading fleets, **Gideon Welles, while supportive, was inclined to see the rivers as an Army problem.** Thus the “Western Flotilla” was initially under the direction of Army commanders but officered by the Navy and partly crewed by men who had originally enlisted in the army. Some of the cannon on board would be from the Army as well. This odd situation continued until the Navy finally took over in October 1862.

Eads submitted the lowest of the bids to build these unique vessels at just under \$90000 each and promised to deliver them in about 60 days – both commitments proved optimistic. The contract signed on August 7, 1861 with the army was for 7 boats. It specified penalties for Eads if he was late and also provided for timely partial payments from the government as the construction progressed. Neither party fulfilled its obligations completely. Eads was late to schedule and over cost partly because of design changes ordered by the government during construction. The government lagged in delivering the progress payments.



The “city class” ironclads were all delivered by year’s end and were in commission by mid-January 1862. While some of the ironclads were engaging Confederate shore batteries at Ft. Henry and Ft. Donelson, Eads and Army Quartermaster General Montgomery Meigs were in dispute over contract performance. Both parties had failed to meet the contract terms, but the Comptroller ruled that the delays had not harmed national security so Eads was awarded the \$234,800 balance due him without penalty. The boats went on to be involved in additional ship-to-ship and ship-to-shore battles during the war including Memphis, New Madrid/Island No. 10, Arkansas Post, and Vicksburg. One, **the USS Cairo, sunk by electrically detonated “torpedoes” (mines) in the**

Yazoo River in December 1862, was raised just over 100 years later and is now on display in the Vicksburg National Military Park.

James Eads went on to achieve further engineering fame after the war by designing a pioneering steel bridge over the Mississippi at St Louis and devising a scheme to clear the river near New Orleans of recurring sediment. He died in 1887, holder of over 50 patents.

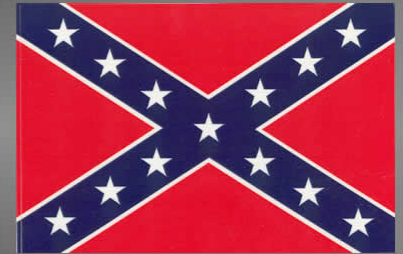
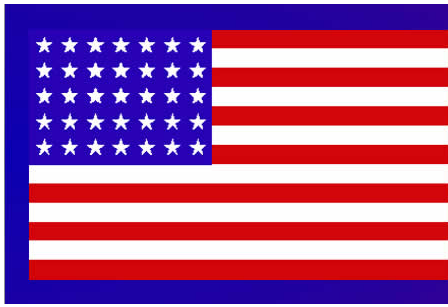
Michigan at Gettysburg – Part 2

7th Michigan Infantry

151 enlisted + 14 officers = 165 men total

21 killed + 44 wounded = 65 casualties, **almost 41%**

Assigned to 3rd Brigade (Hall), 2nd Division (Gibbon) 2nd Corps (Hancock)



The regiment was commanded by Lt. Colonel Amos Steele, who was killed on July 3rd during Pickett's Charge. He was replaced by Major Sylvanus Curtis. **The 7th Michigan was on the Cemetery Ridge line just south of the Copse of Trees. It was at their position, on July 2nd, that Wright's Georgia Brigade tried to breakthrough but was repulsed. The 7th was part of the line that repulsed Pickett's Charge.** The 7th Michigan monument is on the west side of Hancock Avenue, south of the Copse of Trees.

16th Michigan Infantry

339 enlisted + 17 officers = 356 men total

23 killed + 34 wounded + 3 missing = 60 casualties, **almost 17%**

Attached to 3rd Brigade (Vincent), 1st Division (Barnes), 5th Corps (Sykes)

The regiment was commanded by Lt. Colonel Norval Welch. **The regiment fought on July 2nd on the right flank of Vincent's line on Little Round Top. The 16th continued to hold the exposed and dangerous position until the end of the battle.** The 16th Michigan monument is on the southwest slope of Little Round Top.

24th Michigan Infantry

The 24th went into action with 496 officers and men. Casualties were 89 killed, 218 wounded, and 56 captured = 363 total, a **73% casualty rate.**

Attached to the 1st Brigade (Meredith), 1st Division (Wadsworth), First Corps (Reynolds).

The 24th was commanded by Col. Henry Morrow. He was wounded on July 1st and then Captain Albert Edwards took command. **The 24th lost more killed and wounded than any Union regiment at Gettysburg.**

The 24th arrived in the forenoon of July 1st at the Herbst Woods, attacking across Willoughby's Run and then up the crest beyond. The regiment assisted in the capture of a portion of Archer's Tennessee Brigade. The 24th fought in the afternoon battle until the line was flanked and forced back. The men withdrew to the foot of Culp's Hill, where they remained for the rest of the battle.

The 24th Michigan monument is west of Gettysburg on Meredith Avenue. There is a position marker at the foot of Culp's Hill along Slocum Avenue, showing the regiment's location on July 2nd and 3rd.



Quiz answers for "Border Wars: Kansas and Missouri"

1. The Southerners were "bushwhackers" and the Unionists were "jayhawkers".
2. The James brothers, Frank and Jesse. Frank joined Quantrill's' raiders.
3. "Bleeding Kansas" or "Bloody Kansas" during the 1854-1861 fight over slavery in the state.
4. Missouri provided 110,000 men for the Union and 30,000 Confederates plus guerrillas.
5. The Battle of Westport at Kansas City was fought in 1864.