

Mississippi Marine Brigade

Misc. Operational Facts

And

Its Role on the Mississippi River

Winfield G Mayne
Red Oak, Iowa
wmayne@mchsi.com

History Of The Mississippi Marine Brigade .

THE MISSISSIPPI MARINE BRIGADE.

This was a special service, under command of Gen. Ellett, consisting of seven wooden gunboats, engaged in protecting transports on the Mississippi river, and fighting guerrillas or bushwhackers. The men composing the brigade, about 1,500, were all in service, and were mustered out of their commands to be mustered into the brigade by special order from War Department. These were in reality the first veterans of the war, although they have never received veteran bounty.

Ashland County Oh Archives Military Records.....
History Of The Mississippi Marine Brigade
Other War

The Fighting Ellets

Ingenuity, Courage, Nepotism and Corruption?

The Ellets Go to War. In early 1862, the Union forces operating along the Mississippi River faced a potentially grave new threat from Confederate ironclads. Major General Charles Halleck, in command of the Department of Missouri in St. Louis, sent an urgent request to Secretary of War Edwin Stanton requesting assistance. Stanton had just the man to solve Halleck's problem.

What neither Stanton nor Halleck recognized was all the determination and energy that a single man and his family would bring to the war effort. A project initially aimed at meeting a threat which challenged Union gunboats on the Mississippi River would result in: a new class of naval ships; the first riverine force in American history; a unit with Army ranks commanding boats and reporting to a Naval commander; a prominent Naval commander wanting to rid himself of this unit; a prominent Army commander wanted take control of the unit or disband it in order to get its naval assets; and, most interesting, one the biggest examples of nepotism in the entire war - nepotism which worked to the Union's advantage! Finally, there were allegations of cotton speculation and war profiteering.

Charles Ellet, Jr. was a very learned engineer of high reputation as a bridge builder for railroads. At one time, his suspension bridge at Wheeling, West Virginia, was the longest and highest of its kind ever built in the world. He was renowned among builders of railroads, but his plan to improve navigation and control floods along the Mississippi River was his great work. While traveling in the Crimea during the war between England and France against Russia, he theorized that an effective way to break the naval blockade was by using ships specially designed to "ram" the opposing forces. Not successful convincing the Russians to adopt his suggestion, he tried to sell it to the Allies. A devote Union man, he returned to the United States in 1861 and repeatedly wrote to the Department of the Navy warning of the ironclad threat to conventional ships. However, professional military and naval officers already knew Ellet for another reason; by early 1862 he had published two articles attacking Union generalship. When the ironclad threat materialized, Charles Ellet was invited to Washington to brief Lincoln and Stanton. They saw a solution to a problem, even if the United States Navy did not!

In late March, 1862, Ellet was ordered to Pittsburgh and Cincinnati to build his "rams." Within a month, Ellet was on his way to Halleck in St. Louis to meet the rebel threat. The Navy's initial reaction was not favorable, and probably solidified Ellet's view that the Navy was simply not flexible enough to use new ideas, a view which aggravated the future relations between Ellet's force and his Navy counterparts. His articles against poor Union generalship already caused that service to have a skeptical view of Ellet. But, given a position reporting directly to Stanton, Ellet had great latitude and freedom of action.

No one could ever say that Charles Ellet, Jr. was not a man of action! In early June, less than three months after starting his project and only three weeks after arriving on the great river, his rams, operating with minimal Navy support, won the Battle of Memphis and ended the major Confederate Navy threat on the river. Though Charles Ellet, Jr. received a mortal wound, his "ram fleet" proved its value and his men proved their merit under fire. And exactly who were his men? A surprising number, especially those in responsible positions, were Ellets!

Stanton appointed Charles Ellet, Jr. a colonel in the United States Volunteers, the highest rank available without Congressional approval, in order to give him legal standing. Stanton granted a request that his brother, A.W. Ellet, then a Captain in the 59th Illinois Infantry, be appointed second-in-command. Charles Ellet, Jr.'s son, Charles Rivers Ellet, was a Medical Cadet (and at that rank he rowed ashore to accept the surrender of the City of Memphis.) Another brother of Charles and A.W., John A., commanded one of the rams, while A.W.'s son, Edward C., also served in the fleet. All the Ellet's shared two qualities: courage and energy. The two senior Ellet's also shared a distrust of military and naval professionals and a love for independent command, which A.W. Ellet may have also turned into profiteering from time to time.

Assuming command of the Ram Fleet after Charles Ellet's death, then Lieutenant Colonel A.W. Ellet proved to be just as aggressive, bold and resourceful as his sibling. Within three weeks, on June 25, 1862, serving under a naval officer, his small fleet combined with Navy gunboats, Army infantry and cavalry forces, went up the Yazoo River in order to cut rebel communications with Vicksburg and search for rebel gunboats. The rebels saw them coming and burned their three boats. But the expedition and the Ellet's previous actions reflected so well that, at Stanton's initiative, A.W. Ellet was promoted to Brigadier General.¹⁰ At the same time, Union leaders had ample reason to fear the threat to transports and other ships from rebel guerrilla forces and irregulars. Brigadier General Ellet was aware of this threat and took action against it, showing excellent initiative and resourcefulness.¹¹

The older Ellets were not the only ones who demonstrated courage and energy. No less a warrior than Major General William T. Sherman described Charles R. Ellet in glowing terms, "... full of energy and resources..."¹² when, in January, 1863, the nineteen year old colonel prepared to run two of his rams past Vicksburg to support Admiral Farragut below the city. During the same month, Porter also specifically commended C. R. Ellet in a report to Secretary of the Navy Welles.¹³ Unfortunately, the young Ellet also fell victim to the war before the end of 1863, dying of a self-administered morphine overdose while recuperating from disease at his aunt's home (at his death, command of the Ram Fleet went to his uncle, John A., the fourth Ellet colonel to serve in that position!)¹⁴

Building the Mississippi Marine Brigade. Ordered to organize the Mississippi Marine Brigade in November, 1862, Brigadier General Ellet moved with characteristic swiftness, if not effectiveness.¹⁵ He appointed his nephew, Charles R. Ellet, Colonel and Commanding Officer of the Ram Fleet. The Marine Brigade was to include a regiment of infantry, two squadrons of cavalry and a battery of artillery in addition to the Ram Fleet. Despite the fact that Major General U.S. Grant had been ordered to reinforce Ellet by assigning a company from the 18th Illinois,¹⁶ by November, Ellet had to report to Halleck that he needed assistance in recruiting and appealed to Stanton to permit him to recruit convalescing veterans of other units.¹⁷ Given permission in December, Ellet was not shy in his efforts. By February, he was recruiting in Cincinnati. That same month the Department of Missouri listed a detachment of the Mississippi Marine Brigade under its Benton Barracks, "Garrisons" organization.¹⁸ By spring, the Brigade was in action and showing results.

Comparing the organizational returns for the Mississippi Marine Brigade showed that as a percentage of the Aggregate Present and Absent, the number of men present rose from December, 1863, to May, 1864. This appears to indicate good morale within the unit compared to other units in the same commands:

December, 1863¹⁶

<u>Unit</u>	<u>Officers</u>	<u>Men</u>	<u>Aggregate Present</u>	<u>Agg. Present & Absent</u>	<u>Percent Present to Absent</u>
Miss. Mar. Brg (Ellet)	41	719	958	1282	
4th Division (Crocker)	251	5116	6097	7818	
XVIIth Corps (McPherson)	1208	23083	29297	37326	

May, 1864¹⁷

<u>Unit</u>	<u>Officers</u>	<u>Men</u>	<u>Aggregate Present</u>	<u>Agg. Present & Absent</u>	<u>Percent Present to Absent</u>
Miss. Mar. Brg (Ellet)	39	851	1116	1391	
District of Vicksburg (Slocum)	626	13408	17799	26790	
Department of Tenn (McPherson)	3773	78186	98419	135658	

The return for April, 1864, gave this Table of Organization¹⁸ for the Brigade:

Mississippi Marine Brigade: Brigadier General A.W. Ellet

1st Mounted Infantry: Colonel George E. Currie¹⁹

1st Bn Cavalry: Captain John R. Crandall

Pa Artillery, Battery C: Captain Daniel P. Walling

Ram Fleet: LtCol J.A. Ellet

The figures are interesting, since they show that the size of the Marine Brigade was not very large, despite the Ellet's efforts. Further, the figures tend to disprove any inference that morale in the Brigade was poor, as alleged in March, 1863, by Porter.²² Indeed, the relative small size of the Marine Brigade and the fact that its transports were capable of carrying up to 8,000 men at a time proved the unit's Achilles Heel. Grant, Assistant Secretary of War Dana, and Porter complained at various times of the large expense and implied waste of having hundreds living on boats capable of lifting thousands at a time.²³ In fact, Grant moved the Marine Brigade ashore in May, 1863, in order to use the boats to convey the Army across the river. Interestingly enough, after Vicksburg fell, the need for lifting large numbers of troops along the river also fell, but the need to fight guerrillas, a role well suited to the Marine Brigade, continued.

Many thought the Marine Brigade was doing a creditable job given its unusual assignment. The Fleet Captain at Cairo, Illinois, reported the Marine Brigade had "...river boats which are musket proof...consists of one regiment infantry, one squadron cavalry, one battery light artillery (four guns) and is intended to act promptly against small bands operating near rivers."²⁴ In mid-June, 1863, Union Brigadier General Asboth reported the Marine Brigade "well engaged between Columbus, Miss and Memphis."²⁵

The Marine Brigade in Action. Reconstructing the extent of the Marine Brigade actions is difficult, though the period between April 3 and May 25, 1863, is covered in some detail by one of A. W. Ellet's reports to Stanton. "...under orders of Porter went up Tennessee River... made raids and destroyed mills and other Confederate supplies..."²⁶

From that report and others, their itinerary can be reconstructed as follows:

4/3, left Milliken's Bend to cruise by Greenville, Miss.

4/4, landed a scout party at Lake City, but ordered to proceed directly to the Tennessee River.

4/15, arrived Ft. Henry, having been detained at Cairo for repairs, and awaiting arrival of Col. Streight's command.

4/17, left Ft. Henry with Streight under convoy.

4/19, reached Eastport without casualty. Sent cavalry under Maj. Hubbard from Cerro Gordo Landing to destroy mill and large amount of lumber used in shipbuilding.

4/21, forced to leave since river was falling rapidly, landed at Savannah and sent scouts to burn mills, captured three pickets without loss.

4/26, at mouth of Duck River, attacked by 700 men of 6th Texas Rangers under Major R.M. White, landed and pursued Confederates for 12 miles, killing White and 9 others, enemy escaped because impossible to land at point of attack, loss 2 killed, 1 wounded.

4/28, arrived Ft. Henry, Ram Monarch with brigade in Tennessee River. Ram Switzerland blockading mouth of Red River.

5/7 put into Cairo for repairs. Porter orders Ellet to stay in Tennessee River for lack of water in smaller rivers. Ellet has difficulty communicating with Porter and asks Stanton for orders.²⁵

5/20 Halleck orders Ellet to Vicksburg with all boats.²⁶

5/25 Ellet reports skirmish on 5/23, 6 miles above Austin on Mississippi River. "Returned to Austin on 5/24 and landed troops. Marine Brigade cavalry under Maj. Hubbard, 200 strong, encountered 1000 Confederate cavalry. Fight lasted 2 hours. Marine Brigade lost 2 killed, 19 wounded. Confederates had 5 killed, 3 captured and 22 stands of arms captured. Marine Brigade burned Austin, exploding many munitions hidden in buildings there."²⁷

This seems a rather ambitious schedule and shows the extent to which the Marine Brigade was involved in the preliminaries to the Vicksburg campaign. Of interest, there is a Confederate report which gives great credibility to Ellet's report of the skirmish near Austin. Confederate Brigadier General James R. Chambers' reported to General Joseph Johnston, "...2nd Arkansas and 2d Miss Partisans fired on transports near Austin. Ellet's force landed and were repulsed, leaving 18 dead horses. Confederate loss 3 killed, 12 wounded and 3 missing."²⁸ The characterizations of the action were different, of course, but the facts surprising close! Moreover, in the action at Duck River, in May, the Marine Brigade was not only well led and well trained, but also had excellent morale and esprit. There, Ellet's signal officer reported using semaphore among the boats to signal commands and permit the rapid deployment which led to the victory in the ensuing skirmish.²⁹

There is significant evidence from the Confederates that the Marine Brigade was effective as a riverine force. In April, 1863, one report mentions "...that infernal expedition under Ellet who burns and destroys everything on the River, has lately been on River near here. He might land and destroy what is left."³⁰ Later, as the culmination to the Vicksburg campaign neared, even Lieutenant General Pemberton was concerned. In one late May, 1863, directive, Pemberton wrote, "...move a brigade to a point to protect Sterling's Battery upon the river front, which is now threatened by attack from Ellet's Marine Brigade. You will direct the movement yourself."³¹ At the same time, to another general officer, Pemberton's staff officer wrote, "... it is probable that Ellet's Marine Brigade, just down...may endeavor to assault Headley's Battery on your left. He (Pemberton) desires you have a regiment in readiness...in case such assault should be made."³² Certainly the Marine Brigade had the attention of the Confederates; each of the messages indicates they understood the value of the Union's riverine force. But despite the respect shown by the enemy, the Marine Brigade faced powerful antagonists within the Federal force.

After Vicksburg fell, the Brigade remained well employed. In June, 1863, alone, there was lots of activity for the Marine Brigade. On the 16th, Porter used it to destroy houses used by the Confederate for signalling.³³ On the 18th, Brigadier General Mower, with assistance from the Marine Brigade, destroyed Richmond, Louisiana,³⁴ and on the 24th, Major General Grant asked Porter, "...to send Marine Brigade after the rebel Bledsoe who has gone from Yazoo City to a point on Mississippi shore about 6 miles above Greenville. He has 15 cavalry and a battery. Hopefully, the Marine Brigade can at least grab the battery...."³⁵ Finally, at the end of the month, Assistant Secretary Dana reported to Stanton that "Marine Brigade has gone on expedition or reconnaissance to Delhi. Enemy is trying to block navigation of Mississippi River. Confederates have battery of 6 guns at Catfish Point opposite Greenville, and have annoyed several boats on way down river. Marine Brigade to clean them out."³⁶ For a unit that Porter, Grant and even Dana expressed doubts about, it was surely well and quite gainfully employed.

Into 1864 the employment of the Brigade continued to be effective. There was a lowlight, however, in early in that year when Ellet was ordered to support Major General Nathaniel Banks' operations along the Red River. The Brigade's boats were not effective in the shallow waters, and the men suffered desperately from the ravages of illness and disease.³⁷ Ordered to return to the Mississippi River to patrol in the area of leased cotton plantations between Vicksburg and Greenville, the Brigade's exit from the Red River received criticism in one of Banks' staff's report to Major General James McPherson, to whom Ellet was to report for duty, "...duty to inform you that the Marine Brigade is reported...to have stopped at every landing thus far on its way out of the Red River, solely for the purpose of pillaging and the destruction of private property."³⁸ But there may be another explanation of Ellet's conduct. Corporal Newton Scott of the 36th Iowa Volunteer Infantry³⁹, writing from "Helena, Arks on April the 9th /63" reported to his future wife,

"...We left Ft Greenwood on the 4th & arrived Here on yesterday We Will go into camp Here But I know not How long we will Remain Here I think it Doubtful Whether we stay Here verry long I Have not Room to tell you any thing about our Expedition for it Would take about 20 Sheets of Paper to tell all But Suffice it to say that we Had apretty Hard time & Sufferd considerable with Sickness & Done But little Damage only in the Destruction of Cotton & Property I Have See a great many large Buildings & Fencing Burned and any Amount of other Property taken We got Several messes of Good chicken While we was gone we Respected Rebel Property But little & where Ever they Fired on our Boats We landed & Burnt Every thing that would Burn"⁴⁰

Almost a year passed between Corporal Scott's letter and Ellet's journey out of the Red River. But attitudes of those subjected to enemy fire probably were not much changed. Clearly, Corporal Scott thought the destruction of Confederate property justified in view of gunfire attacks against the transports on the river, even if General Banks staff did not and others did not! Perhaps war takes a different perspective to those on the line; the primary threat to the staff officer was writing cramps! And surely the Civil War, perhaps more than any American war since, was full of politics on both sides. The Ellets and their men were right in the middle, between the Navy establishment on one hand and Grant on the other. The Confederate notes from as late as June, 1864, indicate the Marine Brigade was quite successful in carrying out its assignments related to the cotton trade.⁴¹ Major General James McPherson, Commanding the Department of Tennessee also reported using the Marine Brigade successfully on a number of occasions when fast action was needed to stem potential Confederate attacks.⁴² Ellet also had other Union admirers during 1864, carrying out his riverine mission and assisting regular infantry and cavalry.⁴³ If not the Marine Brigade, what single unit could have accomplished the riverine mission? But for those actions which reflected the personal relations among Grant, Sherman and Porter, the Civil War was not noted for successful joint operations. Evidently, Grant, Porter and Charles Dana never thought of the Brigade's successes, however, only its expense. But even there, given the amount of cotton it seized, to say nothing of the forage it carried off, and the \$2,200,000 in pay captured from Confederate paymasters, the Brigade actually may have been paying its way!⁴⁴

Relations with Porter and Grant. Throughout 1862, Ellet was winning skirmishes and building his reputation with Stanton, but he was losing his independence and having trouble building his Marine Brigade. In October, President Lincoln issued an executive order directing Ellet to "report to RADM Porter for instruction, and act under his direction until otherwise ordered by the War Department."⁴⁵

The relationship between the Navy and the Ellets reached its high tide in February, 1863, when the expedition under Charles R. Ellet captured three rebel steamers and a large quantity of supplies near the mouth of the Red River. Even Admiral Porter took note of the younger Ellet's excellent service.⁴⁶ Previously, a string of Ellet successes and their obvious energy and courage meant their detractors, even Porter and Grant, did not have much leverage, especially since much of the success anywhere along the Mississippi River could be traced to the Ellets - the victory at Memphis, the rams running past Vicksburg of to assist Flag Officer Farragut, the destruction of the rebel vessels during the Yazoo expedition. After all these, the Ellet's were quick to point out their successes, but also they pointed to the Navy's non-approval of their plans and lack of active cooperation.⁴⁷

In March, 1863, Ellet had needed advice regarding how to handle discipline problems within his fleet.⁴⁸ Porter had investigated, but reported the men did not fall within the Navy's law; further, Porter described morale in Ellet's force as low.⁴⁹ Obviously Ellet, not being a military professional, was not familiar with the intricacies of military law; Porter, smarting from the independence of the Ellets, probably did not want to give them any advantage. Stanton assisted Ellet, but the incident undoubtedly generated additional ill will between Ellet and the Navy. While the Ellets always enjoyed the support of the Secretary of War, their love of independent command had to be a thorn in the side of men like Grant and Porter, who understood better than any other combination of officers the value of joint Army-Navy cooperation and singleness of purpose.⁵⁰ During the time Grant and Porter were struggling in the Vicksburg campaign, they did not have the full support of Stanton; consequently, it was hard for them to apply pressure to bring the Ellets to heel. However, after Vicksburg fell and the whole country joined in the praise of both great officers, their desire to incorporate the Marine Brigade into Grant's command became irresistible to even Ellet's strongest supporter, Stanton. By August, 1863, Stanton, through Halleck, placed Ellet under Grant, though telling him "...to reduce it to discipline, trying and punishing guilty parties..." Halleck added that "... it was not deemed advisable to break up, but you can detach and place on shore such portion..."⁵¹

Allegations of profiteering against A.W. Ellet had arisen from time to time. As early as July, 1863, LtCol Samuel J. Naismith, 25th Wis Infantry, was very outspoken in his condemnation of Ellet's activities in cotton speculation.⁵² In February, 1864, Halleck ordered Grant to assign the Marine Brigade the full-time duty of guarding the plantations between Greenville and Vicksburg, which loyal Unionists were leasing, which were subject to guerrilla raids.⁵³ Of course, such duty would necessarily bring the Brigade into contact with cotton, and seizing (or burning) cotton belonging to the Confederate States of America was part of any Union commander's orders. In August, 1864, an Inspector General, reporting from a visit to the Marine Brigade, pointed out that irregularities in accounting had to be noted.⁵⁴ Soon thereafter, with his independence severely curtailed and charges against his conduct mounting, Ellet put up no resistance when the Secretary of War decided to disband the Marine Brigade and disperse its boats to wherever needed along the river.⁵⁵

Until that time, however, Stanton remained a loyal supporter. Given Stanton's slightly colored reputation for business, the possibility of a side business relationship in cotton speculation between Ellet and the Secretary of War seems probable. As soon as the Marine Brigade was disbanded, General Ellet resigned from the service and returned to the railroad business in Illinois.

Conclusion. While they may not have been model soldiers, the energy and enthusiasm the entire Ellet clan brought to their assignments must place them in the first rank of Union soldiers. Whether A.W. and his family benefited from the cotton trade or not, the country certainly benefited from their service. Despite the feelings of Grant and Porter, Ellet's ideas for using a mobile, riverine force to counter guerrillas were exactly right. The coordinated actions of boats, cavalry, infantry and artillery, despite Dana's characterization, were precisely what was needed. And, arguably, by never letting the Confederates effectively employ their ironclads, Charles Ellet's rams changed the entire course of the war on the West. To a President and a Secretary of War starved for generals who would take action to meet the enemy, both Charles and A.W. Ellet must have seemed a breathe of fresh air.

Endnotes

1. Halleck to Stanton, 25 Mar. 1862. (War of the Rebellion: A Compilation of the Official Records of the Union and Confederate Armies [hereafter OR], Washington, D.C.: U.S. Government Printing Office, 1890-1901), Series I, Volume 8, Part 1, p. 643. See also Stanton to Halleck, 25 Mar. 1862.
2. Dictionary of American Biography, Vol. VI, Edited by Allen Johnson and Dumas Malone. (NY: Charles Scribner's Sons, 1931). In 1861, Ellet published "Army of the Potomac and Its Mismanagement" and in 1862, "Military Incapacity and What It Costs the Country." The titles give a candid view of Ellet's attitude toward the "military brass" and undoubtedly point to tension that existed between the Ellet brothers and their commanders in the field.
3. See Alfred W. Ellet, "Ellet and His Steam-Rams at Memphis." R.U. Johnson and Clarence Buel, ed. Battles and Leaders of the Civil War, (NY: The De Vinne Press, 1887), Vol. 1, p. 453. The initial "Ram Fleet" consisted of nine vessels named: Switzerland, Queen of the West, Monarch, Mingo, Lancaster, Lioness, Samson, Dick Fulton, T.D. Horner
4. Henry Walke, "The Western Flotilla at Ft. Donelson, Island #10, and Memphis," R.U. Johnson and Clarence Buel, ed. Battles and Leaders of the Civil War, (NY: The De Vinne Press, 1887), Vol. 1, p. 449. Perhaps the sole Union casualty of the battle, Ellet was never a healthy man. The burden of his work and working conditions had taken such a toll that he never recovered from a minor wound, a pistol shot to the knee, dying eight days later. Even by the standards of Civil War medicine, such a wound was usually non-life threatening.
5. Charles Ellet to Stanton, 15 Jun. 1862. OR, I, 17, 2, p. 9. Ellet points out to Stanton that his independence of the Navy was a key to success at Memphis. For insights into Ellet's displeasure with the Navy, also see Ellet to Stanton, 25 Apr., 25 and 30 May 1862. OR, I, 10, 2, p. 127, 215, 231.
6. Stanton to A.W. Ellet, 31 Jul. 1862. OR, I, 15, 1, p. 39.
7. Gen. Samuel Curtis to Halleck, 31 Aug. 1862. OR, I, 13, p. 240. Curtis summarizes A.W. Ellet's operation; proposes amphibious operations along river by establishing a base and quickly attacking inland.
8. Farragut to Halleck, 28 Jun. 1862. OR, I, 15, 1, p. 515.
9. Sherman to Porter, 5 Feb. 1863. OR, I, 24, 3, p. 37.
10. Porter to Welles, 3 Jan. 1863. OR, I, 17, 2, p. 887. Porter summarizing a Sherman-Porter operational plan to attack the Yazoo forts at Drumgould's Bluff near Vicksburg as follows: "The ram Lioness, under Col. (Charles R.) Ellet, was fitted with an apparatus for breaking torpedo wires, and was to go ahead and clear the way... This desperate duty he took upon himself cheerfully."

11. Army Returns, 31 October, 1863. OR, I, 31, 1, p. 817.

12., Sec War to A.W. Ellet OR, 11 Nov., 1862. OR, III, 2, p. 761 "Authorized to proceed to organize a marine brigade for service on the Mississippi River, to consist of one regiment of infantry, two squadrons of cavalry, and one battery of light artillery. These will be called Mississippi volunteers, and the officers will be commissioned by the President...will act, under your command, in connection with the ram fleet and in cooperation with the western gunboats...From your known capacity and energy much will be expected of you in raising the brigade... and its employment on the Western waters." See also A.W. Ellet to Halleck, 13 Dec. 1862. OR, I, 17, 2, p. 398.

13. Halleck to A.W. Ellet, 11 Dec. 1863. OR, I, 17, 2, p. 406.

14. Stanton to Major General Horatio G. Wright, 9 Feb., 1863. OR, I, 23, 2, p. 52. Halleck directs that "...Ellet be permitted to recruit among the convalescents in your department. The recruited will be discharged from their regiments." For a reproduction of the recruiting poster Ellet used, see Harry E. Day, "Ellet's Horse Marines" Marine Corps Gazette, XXIII (1939), No. 1, p. 30-3, 57.

15. Army Returns for 28 Feb., 1863. OR, I, 22, 2, p. 128. Mississippi Marine Brigade mentioned as detachment under Department of Missouri, "Garrisons," Benton Barracks. Marine Brigade detachment under LtCol George E. Currie (formerly Lt Currie of 59th Ill). Department of Missouri under Brigadier General J. W. Davidson.

16. Army Returns for 31 Dec., 1863. OR, I, 31, 3, p. 571.

17. Army Returns for 31 May, 1864. OR, I, 38, 4, p. 376.

18. Army Returns, 30 Apr., 1864. OR, I, 32, 3, p. 567

19. Army Returns, 31 Dec., 1863. OR, I, 31, 3, p. 564. At this date, the Table of Organization for the Mississippi Marine Brigade showed the infantry unit as "1st Infantry." However, A.W. Ellet was well known for adding comforts (horses) to his unit.

20. Porter Report, 28 Mar., 1863. OR, I, 24, 3, p. 161.

21. Dana to Stanton, 11 Jun., 1863. OR, I, 24, 1, p. 96. "It is my duty to report that the Marine Brigade, with its 7 large steamers, and its varied apparatus of artillery, infantry and cavalry is a very useless as well as a very costly institution."

22. Report of A.M. Pennock, 12 Apr., 1863. OR, I, 23, 2, p. 234. Fleet Captain Commanding (Cairo), "Marine Brigade will leave tomorrow morning. Marine Brigade has river boats which are musket proof. Consists of one regiment infantry, one squadron cavalry, one battery light artillery (four guns) and is intended to act promptly against small bands operating near rivers."

23. Asboth to Halleck, 18 Jun., 1863 OR, I, 24, 2, p. 507.

24. Report of Ellet, 30 Apr., 1863 OR, I, 23, 1, p. 278

25. A.W. Ellet to Stanton, 7 May, 1863. OR, I, 23, 2, p. 314.

26. Halleck to A.W. Ellet, 20 May, 1863. OR, I, 24, 2, p. 333.

27. A.W. Ellet to Stanton, 25 May, 1863. OR, I, 24, 2, p. 431.

28. Chalmers to Johnston, 25 May, 1863. OR, I, 24, 2, p. 431.

29. Report of Lt. W.F. Warren, 26 Apr., 1863. OR, I, 23, 1, p. 280.
30. Report of Confederate Col. S.W. Ferguson, 12 Apr., 1863. OR, I, 24, 1, p. 510.
31. Pemberton to Brown, 29 May, 1863. OR, I, 24, 3, p. 930.
32. Pemberton to Smith, 29 May, 1863. OR, I, 24, 3, p. 930.
33. Porter to Grant, 16 Jun., 1863 OR, I, 24, 2, p. 454.
34. Dana to Stanton, 11 Jun., 1863. OR, I, 24, 1, p. 102.
35. Grant to Porter, 24 Jun., 1863. OR, I, 24, 3, p. 435.
36. Dana to Stanton, 28 Jun., 1863. OR, I, 24, 1, p. 108.
37. Report of Banks, 6 Apr., 1864. OR, I, 34, 1, pp. 197- 203. "...the transports of the Marine Brigade were unable to pass above Alexandria; the hospital boat Woodford had wrecked on the rapids in attempting passage up. The troops were suffering from small-pox, which pervaded all the transports, and they were reported in a condition of partial mutiny. It was not supposed at that time that a depot or garrison at Alexandria would be required, and this command, being without available land or water transportation, was permitted to return to the Mississippi River, in compliance with the demands of General McPherson."
38. Stone to McPherson, 29 Mar., 1864. OR, I, 34, 2, p. 768.
39. Scott's unit probably was part of a force transported by A.W. Ellet. See Curtis to Halleck, 24 Mar., 1863. OR, I, 22, 2, p. 176. "Marine Brigade and 8 regiments under General Carr and *three Iowa regiments*, (emphasis added) await union contemplated by their orders to move if transports can be secured."
40. Newton Scott letter to Hannah Cone, April 23 1863. Online. University of California Santa Cruz Library. Internet. March 7, 1995. Available: <http://www.ucsc.edu/civil-war-letters/home.html>
41. The Confederate forces along the Mississippi knew Ellet well. See Report of Confederate Captain Perry Evans. 8 Jun., 1864. OR, I, 39, 1, p. 232. "...Federal cavalry, 300 to 400 strong, landed at Greenville, Ms, and marched hastily to Indian Bayou...captured and carried off a number of mules and negroes....Force consisted of 4 companies of land cavalry sent up from Vicksburg and the rest were cavalry of the marine boats, and the raid under the command of General Ellet, of the marines. My scouts fought them at every point where an opportunity offered."
- Also see Polk to President Davis, 21 Mar., 1864. OR, I, 34, 2, p.1065. "...Such an arrangement would effectually prevent the raids that are now being made from the river by the cavalry, which go up and down on the "river fleet" of the enemy under Ellet, and give protection to such of our planters who might desire to return to the bottom to resume their planting...."
- Finally, consider Brigadier General Wirt Adams to Maj Elliott, Assistant Adjutant, 14 Mar., 1864. OR, I, 32, 3, p. 24, "... A gentleman direct from Port Gibson informs me that Ellet's Marine Brigade returned to Rodney on Saturday last. They have been engaged for some time past, during the absence of Gen. Lee's command, in hauling off Government cotton from the interior, of which they have secured a large supply. They doubtless intend resuming this lucrative business...."
42. See, for example, McPherson to Slocum, 19 Apr., 1864. OR, I, 32, 3, p. 417. Discussing how to protect the upper Mississippi and Tennessee areas, "...A few forts well located, with strong defensive works to enable the garrison to hold out ...and the gunboats and Marine Brigade must do the balance in patrolling the river."

43. Report of General J. McArthur, 22 May, 1864. OR, I, 39, 1, pp. 7-8. " ...I desire, before closing my report, to call attention to Brigadier General Ellet, commanding Marine Brigade, for his kindness and assistance in doing everything he could to make the expedition successful..."

44. A. W. Ellet to Stanton, 21 Sep., 1863. OR, I, 30, 3, p. 757. "I have received intelligence of the capture by a detachment under LtCol George E. Currie of 3 rebel officers and a number of privates and \$2,200,000 Confederate money, and important dispatches...In the absence of Major General Grant, what should..."

45. Lincoln General Order, 7 Nov., 1862. OR, I, 17, 2, p. 323. Stanton lost the political fight since it made no sense to the Cabinet to have "two navies" operating in the same waters.

46. Porter to Welles, 5 Feb., 1863. OR, I, 24, 2, p. 32.

47. See Charles Ellet to Stanton, 26 May, 1862. OR, I, 10, 2, p. 215. Ellet ready to attack, but says Commodore disapproves plan. Ellet thinks there is more danger in not doing anything. He is determined to attack. And see Charles Ellet to Stanton 30 May, 1862. OR, I, 10, 2, p. 231.

Ellet reports Commander Davis aboard Benton is stalling cooperating with him, He will attack.

48. A. W. Ellet to Adjutant General Lorenzo Thomas, 30 Mar., 1863. OR, I, 24, 3, p. 160.

50. Porter Report, 31 Mar., 1863. OR, I, 24, 3, p. 161. The report of found much confusion as to men's roles (in Marine Brigade /Ram Fleet); found some were disciplined and other not; found "discipline in ram fleet not very good", that men had been "discharged since they were paid, and thus now could not be punished."

50. For a full discussion of the relationship among Grant, Porter and Sherman during the Vicksburg campaign, see Joseph T. Glatthaar, Partners in Command: The Relationship Between Leaders in the Civil War (New York: The Free Press, 1994), pp. 163-85.

51. In July, 1863, Porter recommended to Welles that the Marine Brigade be assigned to Grant. See Porter to Welles, 13 Jul., 1863. OR I, 24, 3, p. 564. Stanton, using the bureaucracy, tells Welles that Halleck can see no reason to reassign the Marine Brigade; Stanton to Welles, 5 Aug., 1863. OR I, 24, 3, p. 576. Grant adds to the pressure by having his adjutant request the transports; see Thomas to Stanton, 14 Aug., 1863. OR, I, 30, 3, P. 25. Halleck replies to Grant that "Stanton does not approve the transfer," but permits Grant to use the assets as he sees fit; Halleck to Grant, 24 Aug., 1863. OR, I, 30, 3, P. 144. But later in the month, Stanton finally permits the transfer, Halleck to Grant, 27 Aug., 1863. OR, I, 30, 3, p. 183. The next day Stanton tells Ellet of the change; Stanton to Ellet, 29, Aug., 1863. OR, I, 30, 3, p. 212. But for Grant's success at Vicksburg, one wonders if Stanton would have acquiesced?

52. Report of LtCol. Naismith, 1 Jul., 1863. OR, I, 24, 2, p. 517.

53. Halleck to Grant, 16 Feb., 1864. OR, I, 32, 2, p. 407. Halleck gave the order, but Stanton was surely behind it. Sherman's Special Order and Grant's order to Sherman, gave no room for doubt about what the mission of the Marine Brigade. OR, I, 32, 2, p. 488. OR, I, 32, 3, p. 19.

54. Report of General N. Dana, 15 Aug., 1864. OR, I, 41, 2, p. 712.

55. Orders to Ellet, 15 Oct., 1864. OR, I, 41, 3, p. 622.

56. Dana to Stanton, 11 Jun., 1863. OR, I, 24, 1, p. 96.

Bibliography

Department of War. War of the Rebellion: A Compilation of the Official Records of the Union and Confederate Armies. Washington, D.C., U.S. Government Printing Office, 1880-1901.

Day, Harry E. "Ellet's Horse Marines." Marine Corps Gazette, XXIII (1939), No. 1.

Glatthaar, Joseph T. Partners in Command: The Relationship Between Leaders in the Civil War. New York: The Free Press, 1994.

Johnson, Allen and Malone, Dumas, eds. Dictionary of American Biography. NY: Charles Scribner's Sons, 1931. Vol. VI.

Johnson, R.U. and Buel, Clarence, Editors. Battles and Leaders of the Civil War. NY: The De Vinne Press, 1887. V. 1.

Scott, Newton letter to Hannah Cone, April 23, 1863. Online. University of California Santa Cruz Library. Internet. March 7, 1995. Available: <http://www.ucsc.edu/civil-war-letters/home.html>

MISSOURI IN THE CIVIL WAR

Vol. 9, Chapter I

Confederate Military History

INTRODUCTORY--THE ADMISSION OF MISSOURI TO THE UNION--THE BEGINNING OF THE CONTEST BETWEEN THE NORTH AND THE SOUTH--THE MISSOURI COMPROMISE--THE KANSAS-NEBRASKA BILL--NEW ENGLAND EMIGRANT AID SOCIETIES--THE NATIONAL ELECTION IN 1860--THE SOUTHERN ELEMENT DIVIDED--DANGEROUS POSITION OF THE STATE--NEW PARTY ORGANIZATIONS AND LEADERS--THE SOUTHWEST EXPEDITION.

TO understand correctly the popular feeling in Missouri at the beginning of the War between the States, it is necessary to look back more than a generation prior to that time. It may be said that the political contest between the North and the South began, or at least assumed definite form, with the application of Missouri for admission into the Union, and that the feeling of hostility in the North engendered by that contest, toward the State, has grown with the lapse of time to the present day. During the seventy odd years which have passed, the habit of misrepresenting the State and its people has become fixed and ineradicable.

In 1819 Missouri sought admission into the Union on terms entirely in accordance with the requirements of the Federal Constitution and the precedents established in the admission of other States--Kentucky, Tennessee, Louisiana and Mississippi in the South, and Vermont, Ohio, Indiana and Illinois in the North--with the difference that the former recognized the institution of domestic slavery, and the latter did not. But in each instance the people of the State seeking admission had decided the question for themselves. The territorial laws of Missouri recognized slavery. On that account the Northern members of Congress refused to admit it. The Southern members favored its admission, holding that the people of Missouri had a right to determine the question as they pleased when they came to frame their State constitution.

In this the North was manifestly the aggressor. Its position had no warrant in the Constitution, in the laws or in the precedents bearing on the subject. The contest that followed was prolonged and violent, but finally the State was admitted in 1821, as the result of the adoption of a compromise--known as the Missouri Compromise, the principal provisions of which were that Missouri should be admitted as a slaveholding State, but after that time there should be no slavery north of the line of 36 degrees and 30 minutes, while in States south of that line, formed out of territory embraced in the Louisiana purchase, slavery might or might not exist as the people determined in organizing State governments. In this way the immediate question at issue was settled, not in accordance with the law, or the constitutional right of the people organizing new States to make their own laws, but by drawing an arbitrary line across the country from east to west, and giving those on one side the right of self-government, and denying it to those on the other side.

This arrangement was not satisfactory to the people of Missouri, because it imposed upon them conditions on entering the Union which had not been imposed on the people of other States. But it put a stop to the agitation of the slavery question for a generation, as far as the admission of new States was concerned. In the meantime, however, it became more and more a political issue, attended with a growing feeling of bitterness on both sides. But it did not assume practical form again until California, organized out of a part of the territory acquired from Mexico chiefly by the blood and courage of Southern soldiers, asked admission into the Union, when it was revived in more than its original spirit of sectional violence.

As a result of this agitation the Missouri legislature adopted resolutions affirming the rights of the States as interpreted by Southern statesmen, and instructing its senators in Congress to cooperate with the senators of the other Southern States in any measures they might adopt as a

defense against the encroachments and aggressions of the North. Senator Thomas H. Benton refused to obey these instructions and appealed to the people of the State in vindication of his course. He was serving his fifth term in the Senate, and his hold on the people of the State was very strong. But notwithstanding his great ability and popularity, he was beaten for re-election to the Senate and was afterward successively defeated for governor and for representative in Congress. The resolutions of instructions remained unrepealed on the statute-book until after the war. They were a protest against the indignity put upon the State in the terms imposed upon it in its admission to the Union.

The events that followed the passage by Congress of the Kansas-Nebraska bill still further aggravated public sentiment. A struggle began in Kansas between the partisans of the North and the South for the political control of the Territory, which was carried on with great and constantly increasing bitterness on both sides. At first it was a legitimate contest between actual settlers, but it soon became one of fraud and violence. Emigrant aid societies were formed in the North, which sent men by the hundreds and thousands into the Territory, with the Bible in one hand and a Sharpe's rifle in the other, who manifested their fanaticism and lawlessness by denouncing the Union as "a league with hell," the Constitution as "a covenant with death," and the national flag as "a flaunting lie." They were organized to plunder and kill. Missourians, as well as settlers from other Southern States, went into the Territory in large numbers to maintain their own rights as defined in the Constitution and the laws, and the rights of the South as a joint owner in the common territory of the country. To some extent the national authorities attempted to preserve the peace, and kept the combatants apart, but the struggle was really the beginning of the war that followed with all its attendant train of evils. Missouri suffered more from the pilfering propensities of these armed bands of Northern emigrants than from their fighting capacity. Their efforts were directed chiefly to abducting slaves from their Missouri owners, but they did not disdain other crimes and other species of property when opportunity offered.

Thus Missouri, from the time it became a State--indeed, from before that time--was deeply involved in the struggle between the North and the South, and was frequently the scene of the most heated part of the struggle.

The experiences of its people in the settlement of Kansas had forced upon them a knowledge of what Northern supremacy meant, as far as they and the people of the South were concerned. These things ought to have solidified public sentiment and made the State practically a unit when the time for action came. To some extent they did, or rather would have done so, if the Southern leaders in the State had had a conception of the nature of the crisis that confronted them. But they were politicians, men shrewd enough in their way, who knew the written and unwritten laws of party management thoroughly, while war and revolution were entirely beyond their mental range, and consequently they delayed, hesitated and frittered away their strength, laboriously doing nothing, until the storm burst upon them and found them totally unprepared.

At the presidential election in 1860, Missouri cast its electoral vote for Stephen A. Douglas. It was the only State that did so. The total vote was 165,000. Of these, 58,801 were given to the Douglas electors; 58,373 to the Bell electors; 31,317 to the Breckinridge electors; and 17,165 to the Lincoln electors. The vote, however, did not correctly represent the sentiment of the people of the State. Claiborne F. Jackson was the regular Democratic nominee for governor. He was a good man, in a personal sense, and thoroughly loyal to the institutions of the State and the South. But as a matter of policy he declared his intention early in the campaign to support Douglas for President, thereby giving him the appearance of being the nominee and representative of the party. The more pronounced Southern men, the Breckinridge Democrats, refused to follow his

lead, and nominated Hancock Jackson for governor, with a full electoral ticket. No doubt Claiborne F. Jackson thought he was acting for the best interests of the State and the cause to which he was strongly attached. But he was not. His precipitate movement in favor of Douglas divided Southern men and produced discord among them, when it was desirable above all things that they should be united and should act together in harmony. This was the first great mistake made by the Southern leaders in Missouri, and it was followed with fatal consistency by others that brought many disasters on the people of the State, and possibly changed the whole current of American history.

The supporters of Breckinridge, of Douglas and of Bell were in the main opposed to the sectional purposes of the Republican party, to the election of Lincoln, to the policy of the coercion of the Southern States, and when the test came would have been united in regard to the position Missouri should take. But dissensions and antagonisms were created among them by bad management. The vote showed the Republicans were outnumbered nine to one. Their strength was mainly in St. Louis and the counties along the south side of the Missouri river between St. Louis and Jefferson City, in which, as well as in St. Louis, there was a large element of Germans. The seeds of Republicanism had been sown in the State by Thomas H. Benton, when he appealed to the people against the instructions of the legislature twelve years before. In the contest which ensued his friends had established an organ in St. Louis to advocate his cause, and his supporters, under the leadership of Francis P. Blair, Jr., had been organized into a party and were a compact and fanatical force in the body-politic. Blair was a man of great strength of character, and a fearless and sagacious party leader. In the politics of the State he was an outlaw, and in the stormy period preceding the war he was more or less a revolutionist. He had nothing to lose and everything to gain by a bold course. Besides this, circumstances favored him. When Mr. Lincoln made up his cabinet, his brother, Judge Montgomery Blair, was appointed postmaster-general. Thus Frank Blair was the unquestioned leader of a considerable and well-organized party in the State, with the resources of the Federal government practically at his disposal as far as Missouri was concerned, and was well fitted by nature and experience to play a bold part in the terrible drama of war and revolution which was impending.

Notwithstanding the comparative insignificance of the Republican vote in the State, the contest was not as unequal as it appeared. Blair knew the elements with which he had to deal as well as his opponents. He knew, besides, what the policy of the Federal government would be, and what support he could depend on. Both sides were getting ready to strike a decisive blow. But the Southern leaders were playing an open hand, while he was playing a secret one. The State occupied a precarious position. It was surrounded on three sides by Northern States, which were organizing and arming their citizens to invade it. The troops of Illinois, Iowa and Kansas were almost as much at Blair's disposal as those he was actively but secretly organizing in Missouri.

Both sides were waiting. The Southern leaders did not know what they wanted to do, and consequently were not doing anything. As politicians they were shirking the responsibility of action, and waiting for some overt act on the part of the Federal authorities. Their attitude and policy suited Blair exactly. He was waiting, too, but at the same time he was working with a definite idea and aim. He was exerting to the utmost his great powers as a political intriguer to cause misunderstandings and dissensions among his opponents throughout the State, and organizing, arming and drilling his forces in St. Louis. In fact, he was getting them ready to commit the overt act for which his opponents were waiting. All he wanted was time, and they were giving him time.

At that period St. Louis was not only the commercial but the financial and political center of the State. The banks, the great commercial houses and the manufacturing establishments were located there. The railroads centered there. The newspapers that most strongly influenced the thought of the people and most nearly controlled their action were published there. All of these agencies were combined and were used openly or covertly against the integrity of the State and the Southern cause. The Democrat, the old Benton organ, which was established in the first place through the influence of Blair, and was still controlled by him, was unreservedly for the Republican party and the Union. The Bulletin was ultra-Southern, but it was newly established, of limited circulation and influence, and was short-lived. The Republican, the oldest paper in the State and probably the leading paper of the Mississippi valley, was the organ of the bankers, the merchants, the manufacturers, the property owners and business men of the city, and, to a great extent, of the State. The position of the Democrat and the Bulletin was defined. That of the Republican was not. Nominally it was Southern in feeling and policy, but really it changed its course with every change in the situation, and while talking of the rights of the people and the honor of the State, was playing into the hands of the enemies of both. It was an enemy in the camp of the Southern Rights men, and did their cause all the harm it could.

During this period of doubt and delay, Missourians had an object lesson at home that might have taught them a world of wisdom, if they had chosen to learn the lesson. The State had found it necessary during the preceding fall to keep a considerable military force on its southwestern frontier to protect the lives and property of the people of the border counties from the predatory and murderous incursions of armed bands of Kansans. So bitter was the feeling of the Free State men of Kansas that they never allowed an opportunity to harass, plunder and murder the people of Missouri to pass unimproved. A certain Captain Montgomery, with an indefinite force under him, was particularly active in this congenial work. The only organized and armed force which the State had was Gen. D. M. Frost's skeleton brigade, of St. Louis. It was a fine body of men--a little army in itself, composed of infantry, artillery and cavalry--and General Frost, who was a native of New York, was a graduate of West Point. Though the brigade did not fight any battles, Frost was an intelligent officer and a strict disciplinarian, and his campaign served a good purpose in instructing in the rudiments of soldiership a number of young men who afterward made brilliant reputations in the Confederate army. In point of fact, General Harney of the regular army was eventually sent to the scene of disturbance to hold the lawless Kansans in check. The incident did not amount to much, but it showed the feeling by which the Northern people were animated, and their hostility to Missouri and Missourians.

This Page last updated 02/10/02

RETURN TO MISSOURI IN THE CIVIL WAR PAGE

GO TO CHAPTER II

A TIMELINE FOR THE CIVIL WAR IN TENNESSEE

It is beyond the scope of this report to give a detailed narrative of the American Civil War in Tennessee. Numerous volumes discuss this topic in general and specific detail, and several such works are referenced here. According to one recent source, there are more than 60,000 books concerning the American Civil War (Horwitz 1998:5). What follows is a summary of the major relevant events that occurred in Tennessee. This is intended to *give* the reader a sense of the campaigns and battles that brought the opposing armies to particular areas, and an understanding of the activities associated with those events is essential for understanding the sites that survive today. Because there were significant regional differences in how the war transpired in Tennessee, the state's three major regions are discussed separately. This brief history accompanies a timeline presented as Table 1.

Tennessee's three major political subdivisions or regions, West, Middle, and East, were unique in character in both topography and political climate. West Tennessee in the 1860s, with its coastal plain environment and its large cotton plantations, bore a closer resemblance to the deep south than did Middle or East Tennessee. West Tennessee had a higher population of slaves than the other regions and was dependent on this cheap labor for its agrarian economy. Middle Tennessee, separated from West Tennessee by the Tennessee River, had a preponderance of small farming operations, but was still characterized as a rural farming economy with pro-southern sentiments. The slave population of Middle Tennessee was concentrated in Davidson, Williamson, Rutherford, and Maury counties where cotton was grown, but tobacco growers and iron manufacturers on the Western Highland Rim also owned slaves. Nashville was important to the Confederacy for its manufacturing capabilities, and for being a major transportation hub. The mountainous region of East Tennessee did not resemble the rest of the state in economy or political sentiments. The climate and topography did not support the farming of large cash crops, so there was less demand for slave labor. Most of the slaveholders in East Tennessee farmed in the valleys of the Holston, Watauga, and French Broad rivers. The political sentiments in many areas were strongly pro-union, and after Tennessee seceded from the Union, a convention was held in Greeneville to *vote* on whether or not East Tennessee should secede from the state and stay in the Union. All but one of the counties participating *voted in favor* of staying in the Union, but the Tennessee legislature did not allow the decision to stand (Corlew 1993:210-300).

Transportation routes had a great influence on the movements of the armies during the war. Rivers and railroads facilitated rapid movement of troops and supplies, so these were given a high priority by both armies. As the Union army pushed into the South, an emphasis was placed on securing the rivers, railroads, and major cities that lay along these vital arteries. The maps of the three regions of Tennessee accompanying this text show the rivers and railroads, as well as the cities and towns of importance during the war (these begin with Figure 1, followed by three enlarged regional maps). The Nashville and Chattanooga Railroad ran through the heart of Tennessee and became a major supply route for the advancing Union Army as it drove deeper into the south toward Chattanooga and then Atlanta. The East Tennessee and Virginia and East Tennessee and Georgia lines, which joined at Knoxville connecting Bristol to Chattanooga, provided a direct link between all of East Tennessee and much of Virginia, and President Lincoln set a high priority on securing East Tennessee and this vital railroad. The Memphis and Charleston Railroad, running East-West across southern Tennessee and northern Mississippi, Alabama and Georgia, was important for shuffling southern troops back and forth to meet a Union threat from any direction. This line was targeted early in the war when the Federals marched toward Corinth, Mississippi.

Working hand-in-hand with the land forces, an armada of river vessels fought for supremacy on the waterways. In this the Federal navy had the advantage of numbers, and the collection of ironclads, tin clads, transports, mortar boats, rams, and others fought their way through the state's river system. Eventually the Union would rule the waters, their vessels providing the land forces with supplies, troop transportation, and firepower when in range (Connelly 1979; Corlew 1993:302-327).

Mississippi Marine Brigade

"Soldiering Made Easy"

"Never Sleep Under a Tent Again"

"No Hard Marching"

These, and other inducements heralded the formation and recruiting of one of the more bizarre and interesting units of the civil war, the Mississippi Marine Brigade. Raised in late 1862 as an amphibious force by Charles Ellet Jr., This force had the unique distinction of belonging to neither the Army nor the Navy, but reported directly to Secy. Of War Edwin M. Stanton.

It consisted of a short regiment of infantry (which quickly became mounted), two squadrons of cavalry, and a battery of light artillery. They lived on and were transported on the waterways by a small fleet of steamers which included supply transports and a hospital boat. The idea was that they would disembark at any point along the Western waterways to pursue Confederate forces who threatened to interrupt river traffic along the Mississippi River or any applicable tributaries.

They mustered and were trained at Benton Barracks at St Louis and newspaper articles described them as a sharp looking command, identifiable by a distinguished cap sporting a wide green band trimmed with gold braid. Photo evidence shows three patterns of caps, two without braid. The rest of their clothing conformed with issue uniforms of the time. The men (including Charles Ellis, a great great grandfather of mine, were recruited primarily from recuperating soldiers at various hospitals of the major river cities/towns of St Louis, Cincinnati, Louisville, and Cairo. With the influence of the Secy. Of War, these men were mustered out of their old regiments and re-mustered into this new unit.

Their effectiveness as an amphibious force was mixed and usually under whelming but they did accomplish some interesting things including the capture and destruction of thousands of pairs of confederate shoes, the interception and capture of \$1,000,000+ of negotiable bonds being sent West to purchase cattle for the Confederacy, and the construction of a hidden artillery emplacement directly opposite Vicksburg which destroyed the last functioning foundry in that city.

After Vicksburg, the Brigade pretty much did what they liked, roving the rivers and countryside capturing cotton, (prize money was also one of the inducements to enlist) looting plantations and capturing the odd rebel, but generally not pulling their weight in the

war against the Confederacy. Their plundering became so bad that during the Red River Campaign, they were asked to leave the expedition and return to the Mississippi.

Following many complaints, and on the advice of Charles A. Dana, an assistant secretary of war, the Ram Fleet and Mississippi Marine Brigade were finally deactivated in August 1864. The riverboat men, who were civilians being paid at military scale, were sent home, but the Brigade members, based on their enlistment contracts that specified service afloat, refused to serve solely ashore and, after legal wrangling and a minimum of military duties, were discharged in January 1865.

Two excellent books about this unit exist. The first is rare by Crandall, *A History of the Ram Fleet and Mississippi Marine Brigade, 1902*, and Chester Hearn's *Ellets Brigade: The Strangest Outfit of All, 2000*.

The figure is SST. Pants, canteen and brogans are SOTW. Sack coat is Battle gear. All other gear is SST. The MMB wore a conventional army uniform except for a rounded hat with visor and green band with trim. A kit-bashed SST WWI officers cap fills the role. The MMB is equipment light since they were stationed on boats. No haversack or bed-roll was required. So I gave him a non-reg pistol and knife to fill out his equipment and give him more of a raider look.

The MMB has been called "The strangest outfit of them all" which is quite a title given all the crazy outfits in the ACW. Conceived by the wealthy Ellet family as a Marine force to control the Mississippi River, they were either effective raiders or little more than glorified thugs that burned Rebel plantations and stole property.

I decided to create more of the raider / pillager image with my figure. He's a bit of a bad boy; unshaven, chomping on a cigar, carrying his own personal libation flask and has "liberated" some Reb wine. He's got a pistol and knife just in case the plantation owner objects too strenuously. He's more the Southern interruption of the MBB. According to the histories I've read on the net, old-timers still tell stories repeated from their grandfathers of the raids by the MMB along the Mississippi. I'll have to take their word for it.

The history of this unit is hard to come by because the Army intentionally burned their records after the war. The Army hated them because they had their own boats and could go where they pleased. The Navy hated them because they were Army and had boats. And the Rebs hated them because they stole property left and right. It's great to be loved.

A more thorough history of the raiders.

The US Navy wasn't the only part of our nation's military with ships during the Civil War. The Army had ships too, mostly transport vessels rented or purchased from commercial shippers to move troops and supplies along navigable rivers. They were vital in an era

before the invention of aircraft and trucks, and before our rail system had advanced beyond its infancy.

However, the Army also had WARSHIPS. It operated river patrol gunboats and also a strange variety of ship known as a "ram". This vessel came in a couple designs. The first being a genuine military design on the order of a heavy ironclad, while the other was a conversion of a wooden commercial steamboat into an offensive military weapon.

What these two types had in common was a large, heavily reinforced bow with which they rammed enemy ships. The traditional military-style ram was equipped with armor and carried artillery, and was the far superior ship overall. But the often unarmed wooden steamboats had greater maneuverability and could go much faster. And when a ram crashed into the unprotected side of a wooden vessel belonging to the enemy, particularly if the ram was traveling at the higher speeds attained by steamboats, the enemy ship was likely to sink. These rams didn't need artillery; they simply battered a hole into the side of an enemy ship, then pulled away and let the water rush in.

In time the army recognized that these converted steamboats had another advantage over the military style rams. Because they were large and had been designed to carry cargo in peacetime, they were also capable of carrying troops and horses during the war, which meant they could be used for amphibious assaults. The idea was to pack these rams with soldiers and horses and send them out to patrol a river, especially the Mississippi River. From their roaming patrol stations, they could quickly deploy to hotspots along the river from which rebel cavalry and partisans were attacking Union vessels with artillery and small arms fire.

Upon arriving near the hotspot, the ram would offload their soldiers onto the riverbank, from which point they would advance in hopes of battle. Sometimes they got it, although usually the rebels took flight before significant fighting occurred. Thus, typical fighting for a ram's soldiers consisted mostly of short skirmishes, both on land and from their ships.

The ships themselves were operated by sailors, with the soldiers serving in a capacity similar to that served by US Marines aboard Navy vessels. The steamboat rams, however, did not go to sea as Navy vessels often did. Rather, they operated only on rivers. In fact, they were limited almost entirely to the Mississippi River and its tributaries.

The Mississippi River rams and other transport vessels were originally organized into a squadron called the "ELLET RAM FLEET", named after Charles Ellet, who proposed the unit and was its first commander. The men that volunteered to serve aboard these vessels and the ships they served on, were known as the MISSISSIPPI MARINE BRIGADE, or the M.M.B.. The men were U.S. VOLUNTEERS as opposed to the far more numerous "State Volunteers" or the "Regular US Army", the permanent, standing peacetime army of the United States.

Conditions on the ships were not always good. Being situated on a river, there was an abundance of flies and mosquitos during warm weather. Further, the ships were powered by steam which meant that the ship's boilers were always fired up..a fact that undoubtedly

made the hot summer days and evening aboard these vessels even hotter.

Among the major complaints of the men of MMB was the quality of their drinking water. Being river-borne soldiers, their drinking water was usually taken from sources along the riverbank, contributing to discomfort and chronic symptoms.

There were many administrative problems, and there were political problems, as well. Further, the concept of the amphibious operation had never been fully developed to its potential, so in August 1864, the War Department terminated the command.

A decision was made to relieve or discharge the officers, scatter the vessels among various ports, and remove the M.M.B. troops from the ships turning them into a standard, fighting regiment based in Vicksburg. This is the point where the "1st" was added to their unit name.

The soldiers were accustomed to water patrol and resented their change in status. Some men refused to fight or even work, and legal questions were raised as to the army's proper authority to change the conditions of service for which the men were recruited. In the end, the War Department decided it was easiest just to discharge the whole bunch. Consequently, in December 1864 the 1st M.M.B. began to disband, with the last group of soldiers receiving their discharges in January 1865.

THE MISSISSIPPI MARINE BRIGADE

OVERVIEW

By the middle of 1862, the commanders of the Union Navy and Army forces operating in the western theatre were convinced that the western rivers could only be conquered and controlled by close cooperation between the two services. However, the lack of sufficient combat-ready troops to secure large areas forced the Union to man many of its garrisons and supply depots along the western rivers with relatively untrained African Descent regiments not otherwise dedicated for combat duties. It was initially thought that the units manning these isolated outposts could be supported by Navy gunboats stationed at strategic points along the river. However, it soon became obvious that a more aggressive plan was needed to counter the "fire-and-run" tactics of small Confederate units and the numerous bands of guerillas operating along the rivers.

Although the Union controlled the rivers above Vicksburg, the surrounding countryside was still very much under the influence of the Confederate Army and the guerillas. Naval gunfire and landing parties could do little more than temporarily chase off the attackers. Recognizing the unique problems presented by these highly-mobile menaces, Brigadier General Alfred W. Ellet, USA, now in command of the Ram Fleet—with the endorsement of Rear Admiral Porter—convinced Washington to organize a new unit which would consist of mounted infantry, cavalry and artillery which would be permanently stationed aboard steamboats. This new unit would patrol the rivers, responding quickly to any threat or harassment from the shore and was to be called the Mississippi Marine Brigade (MMB). This unfortunate misnomer has led to quite a bit of historical confusion since MMB personnel were not marines, it was not organized in Mississippi nor was it limited to operations on that river. Simply put; the MMB was to be an Army unit operating on water, commanded by General Ellet under the nominal control of the Navy.

Neither the Army nor Navy could spare the necessary men and General Ellet was having difficulty finding enough enlistees for his new command. Desperate for recruits, Ellet promised potential volunteers an easier-than-usual military career and even got permission to recruit men from the convalescent hospitals in St. Louis. Although unorthodox, General Ellet's methods did meet with some success as evidenced by a letter from Private Allen McNeal in which he wrote; ". . . there has been some excitement here about volunteering on board of a fleet, they got about 50 out of this hospt. The idea is to give those that have been sick an easier position. They are to go on transports which they will never leave except in time of an engagement, they are never to have a knapsack to carry or cooking to do, good bunks to sleep in & everything handy . . . the recruits are mustered out of service then are sworn in for 2 years." One recruitment poster even promised that the MMB would "become famous in the annals of the Mississippi River Warfare." As a final incentive, new recruits were to receive all of their back pay, a two-dollar premium, a month's pay in advance and large bounty.

The Unit was organized at Benton Barracks in St. Louis under the command of Lieutenant Colonel George E. Currie. By March 4, 1863, Ellet had finally signed up enough men for his unit to begin operations. The the soldiers of the MMB would be stationed aboard the steamers *Autocrat* (flag-ship), *Baltic*, *John Raine*, *B. J. Adams*, *Diana* (not the "Diana" captured by Admiral Farragut's fleet at New Orleans), and *Fairchild*. These five unarmed transports would operate in concert with the boats of the Ram Fleet, which had been transferred to General Ellet's command. The hospital ship *Woodford* would join the fleet at a later date.

Later that month, the brigade was placed under the over-all command of Rear Admiral Porter who defined its mission as follows: "*In an organization like the Mississippi Brigade the important object is to make continual dashes into the enemy's country, then disappear, to turn up somewhere else. In this way the guerillas will soon disappear, especially when they find that their style of warfare is not looked upon as civilized.*" However, even at this early date, Porter seemed to sense that this unusual force, under the semi-independent command of the flamboyant General Ellet, would present problems. In the same letter, Porter continued "*I hope you will not permit your men to pillage or enter houses. If [hungry] you will have to forage, but let it be done by an authorized officer.*"

On April 3rd, Admiral Porter ordered the MMB, then at Milliken's bend, LA, to proceed to the Tennessee River to suppress guerilla activity in that area and to protect the lines of supply to General William S. Rosecrans at Corinth, MS. General Ellet almost immediately set about proving Porter's fears by steaming his fleet past Memphis without reporting to Major General S. A. Hurlbut, the Army commander at that city, as was military custom. Incensed, General Hurlbut telegraphed Brigadier General Dodge at Corinth, saying "*The brigade passed here yesterday without reporting, for which I desire you to reprimand General Ellet. The Autocrat is his headquarters boat.*" Shortly thereafter, Porter expressed his doubts about the MMB a letter to his friend, Assistant Navy Secretary, Gustavus V. Fox; "*I saw from the first that the course of General Ellet was adverse to harmonious action; that he was determined assume authority and disregard my orders. With little or no knowledge of military matters, and with the disposition shown by General Ellet to assume authority not belonging to him, the career of the Marine Brigade would soon end. . .*"

By May of 1863, the waters of the Cumberland and Tennessee rivers had become too low for navigation and General Ellet's flotilla returned to duties along the Mississippi river. While the brigade enjoyed limited successes in northern Louisiana and Mississippi, reports of pillaging and unnecessary destruction of property by its members became an almost-daily occurrence.

Meanwhile, the effects of the on-going animosity between Admiral Porter and the Ellets had reached all the way to Washington. The result of one disagreement being the arrest and suspension of General Ellet. Although this particular dispute was settled in a private meeting between the two officers, the MMB was transferred to General Grant in late summer in an attempt to bring the unit under control.

Unfortunately, this change in command had little or no effect on the discipline of the unit. Late in 1863, a Union officer observed that "*The Marine Brigade has done more toward embittering...the people along the river...toward our cause than any movement yet made under the auspices of the Navy.*" And in March of 1864, Brigadier General Charles P. Stone reported of the unit upon its detachment from the Red River expedition: "*I consider it my duty to inform you that the Marine Brigade is reported to these headquarters to have stopped at every landing thus far on its way out of Red River, solely for the purpose of pillaging and the destruction of private property.*"

Although the actions of the MMB were not always justified, one can sometimes empathize with its members who, despite the recruitment promises, were forced to spend most of their days aboard overcrowded transports in the sweltering southern climate with their horses in stalls directly beneath their quarters. Colonel Currie of the MMB reported that life in the brigade consisted of ". . . *daily sharp, short skirmishes with the roving bands of guerillas, varied with the daily bickerings with those almost intangible enemies, the flies by day and mosquitoes by night, are fast telling upon the usual good nature of the fleet. So, to add to our discomfits the malarial water we are compelled to drink, and the excessive hot weather make us sigh for Peace.*" In July he wrote: "*Our boats were much in need of repairs, and the weather so excessively hot that fighting on board was as dangerous to the new men . . . as the enemy's bullets.*"

By August of 1864, it had become obvious that the Union would eventually win the war. Therefore, in view of the brigade's limited success and the continuing reports of misdeeds, the War Department ordered the break-up of the unit and its members were transferred to the Army and designated the "First Marine Regiment" under General Grant at Vicksburg. To the last, the enlisted men of the MMB continued to display a lack of discipline when 48 of them, protesting that they were being assigned to a duty other than that for which they had enlisted, refused to leave the boats and had to be escorted to their new camp under guard.

While the Mississippi Marine Brigade had failed to live up to expectations, the War Department was not entirely without blame. It is not unreasonable to expect that a unit composed of "*convalescents and glory seekers*" which lacked full support from Washington and which was under the command of a "Political General" would have more than its share of problems.

Photograph Found in Faulk Papers Sheds Light on Civil War History **Gerald Chaudron, PhD, Mississippi State University**

One of my recent projects has been the processing of photographs in the Charles Johnson Faulk Papers acquired from the late Pulitzer Prize-winning journalist of Vicksburg, Mississippi. This collection has such a large number of prints, contact sheets and negatives within it that it has had only a preliminary inventory until time and staff could be found to process it fully. Until recently Mitchell Memorial Library Special Collections at Mississippi State University has been unable to deal with photographic images as well as we would like. Thus I had only broad subject terms and date ranges to work from as I started looking at the photographs scattered liberally through the Faulk Papers.

Charles Faulk (1915-1990) not only reported on the happenings around Vicksburg and the Mississippi Delta but also took excellent photographs to accompany his stories and appreciated old photographs. He knew the photographer J. Mack Moore, a local legend, and ensured his huge collection of glass-plate negatives was preserved; a few examples are in Faulk's collection. As I looked through the negatives and images of Faulk's own work, I found most were from the 1930s on, including some wonderfully evocative photographs of small town life in the 1950s. In the middle of the eleventh box, in a group innocuously described as "Photographs, 1940s-1980s and undated" I noticed an envelope from Moore's Studio, Great Bend, Kansas. Inside was an old photograph of an unusual-looking steamboat. Below the image was written "U. S. Steamer, Baltic. M. M. B." Intrigued by the initials at the end of the title, I did some research.

The Mississippi Marine Brigade (MMB) was a little-known unit of the Union armed forces that saw service on the rivers north and south of Vicksburg during the American Civil War. Brigadier-General Alfred W. Ellet commanded this brigade of mounted infantry, cavalry and artillery on a fleet of steamboats and ram ships under the overall, if often tenuous, command of Rear-Admiral David Porter. Its purpose was to raid Confederate-held territory in response to the Confederate's own guerilla tactics. The soldiers of the MMB were stationed aboard five transport steamers: *Autocrat*, *B. J. Adams*, *Diana*, *John Raine* and *Baltic*. The *Baltic* was a 624-ton, 186-foot long wooden-hulled side-wheel packet steamer built in New Albany, Indiana, in 1857 for the New Orleans trade. Like the other transports, the *Baltic's* coal bunkers were expanded and the boilers were protected with heavy timbers. The cabins from the lower deck to the hurricane roof were shielded by two layers of two-inch thick oak planks with holes for rifles and large doors which could be opened for ventilation. This explained the odd appearance of the *Baltic* in the photograph. The pilothouse had sheets of boiler iron around it for protection. Each ship was fitted with a crane that could drop a gateway wide enough for two horses to disembark, and a hot-water hose to repel boarders. The ships could carry around 125 cavalry, with horses, and 250 infantry.

Organized in late 1862 in St Louis, the brigade comprised 527 infantry, 368 cavalry and 140 artillerymen, far fewer than originally intended. By the time the small fleet was ready for action, the justification for its creation had almost disappeared. The Union forces largely controlled the Mississippi and the brigade's activities were confined to engaging scattered Confederate units and harassing civilians on their irregular raids, gaining it an unsavory reputation. Poorly led, inadequately supplied and subject to the vagaries of changing river levels, the fleet had little impact on the military campaigns they ostensibly formed a part of in Tennessee, Mississippi and Louisiana. The brigade was finally disbanded in August 1864.

As for the *Baltic*, after suffering heavy artillery fire near Greenville, Mississippi, in May 1864 it was fitted with heavier guns but these proved too much of a strain on the decks and the gun crews were largely ineffective in any case. Ellet was forced to send the *Baltic* back to St Louis for repairs, but not before it suffered further damage from Confederate shore batteries along the way. It does not appear to have served again with the MMB. The ship sailed to Mobile, Alabama, as a transport and was surveyed there in June 1865. Found to be in poor structural condition, it was sold in 1866. Taken back to St Louis, the *Baltic* was dismantled the following year.

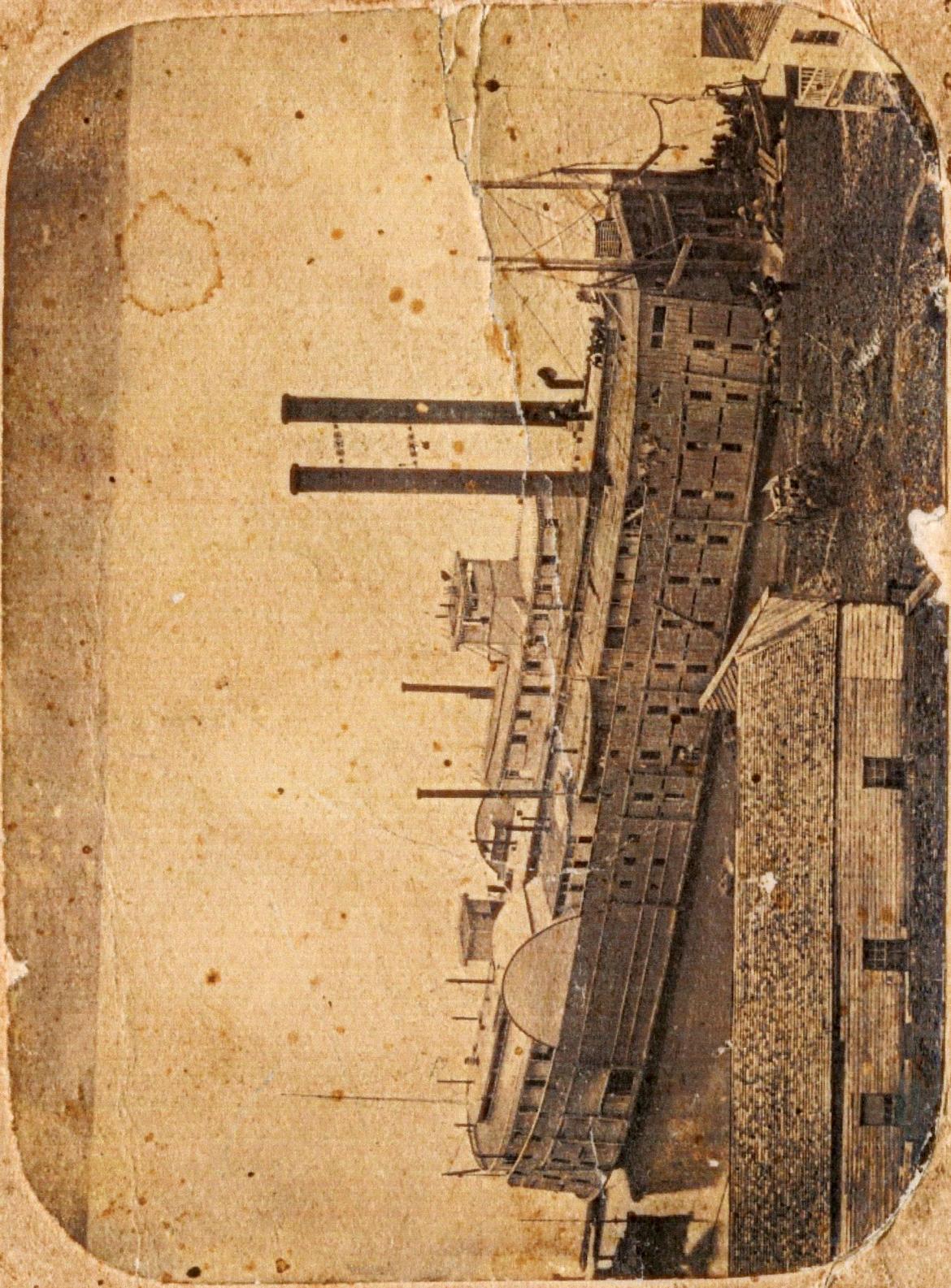
I have searched for other photographs of the MMB fleet but so far I have found none. This photograph of the *Baltic* may be the only one documenting the ships that participated in one of the more obscure campaigns of the Civil War. It is a fascinating reminder that photographs tell important stories and plug important gaps.

Sources:

Hearn, Chester G. (2000). *Ellet's Brigade: The Strangest Outfit of All*. Baton Rouge: Louisiana State University Press, Chapters 10-18

United States. Navy Dept. (1908). *Official Records of the Union and Confederate Navies in the War of the Rebellion. Series 1, v.22*. Washington: Government Printing Office, pp.226-227

Way, Frederick, Jr. (1983). *Way's Packet Directory, 1848-1994*. Athens: Ohio University Press, p.37



W. H. B. & Co. Portland, Me.

ST. LOUIS,
March 4, 1863 - 6 p.m.

Hon. E.M. STANTON,
Secretary of War:

Six companies infantry organized, 527 men; four companies cavalry organized, 368 men; one company of artillery, 140 men; six guns light artillery. Two hundred recruits just received; will be organized by Friday. The whole force is now coming on the boats. Five boats are here receiving the command. Quartermaster and commissary's boat arrive to-morrow. Hospital boat is not yet finished.

Respectfully,
ALFRED W. ELLET
Brigadier-General

RESEARCH NOTES

Memo at time telegram was sent, following steamers were operational in the MMB fleet:

AUTOCRAT, B.J. ADAMS, BALTIC, DIANA, JOHN RAINE, all outfitted with cavalry, infantry, arty
(The official roster indicated ten Companies of Infantry A,B,C,D,E,F,G,H,I,K)
(Four Companies Cavalry A,B,C,D)
(One Company Light Artillery/Capt. Wallings)

WOODFORD currently being outfitted as a hospital boat

FAIRCHILD being fitted out as a quartermaster and commissary boat

At the same time the MMB became operational in early 1863, the boats then serving with the ELLET RAM FLEET and their crews or troops as assigned in 1861/1862 were transferred as well to the MMB. When searching rosters for members of either organization, it often is necessary to go back to the initial rosters of both the RAM FLEET or as in many cases, to the specific individual state units transferred to the RAM FLEET when it mustered into service and were then soon thereafter transferred on to the MMB. It is often helpful if you can identify the specific branch of a member as rosters often are listed not only by state but by branch as well, ie., Cavalry, Infantry or Artillery and a general "member" search would not return a positive search result if the branch was incorrect.

The Marine uniform was the same as that worn in the army at large, save the caps, which were made with full, round tops, broad, straight visors, and a wide green band with trimmings of gold lace. The arms issued were new, and wherever the command, or any part of it, appeared, it was readily recognized, and received many tokens of admiration. February 21st, 1863, a general review of all the troops in and around St. Louis, was held, and the Brigade upon that occasion made a proud showing.

While the organization of the Brigade was thus being perfected, following the suggestion of General Ellet—as approved by the Q. M. Gen. at Washington—Captain James Brooks, Government Purchasing Q. M., bought at New Albany and Louisville, and fitted up, the following named steamers: AUTOCRAT, | B.J. | ADAMS. BALTIC. DIANA. FAIRCHILD, | John | RAINE, and WOODFORD. These were fine, large boats, formerly New Orleans packets. The FAIRCHILD, was fitted out as a quartermaster and commissary boat, and the WOODFORD as a hospital boat, the rest being designed for the accommodation and transportation of the officers and men, and their horses.

We will here give a brief description of these steamers, as refitted for the use of the Brigade: Their boilers were protected by heavy timbers and huge coal-bunkers. From the lower deck to the hurricane roof was built all around, a barricade of solid, two inch oak plank, of double thickness, and with two inch dimension strips between. Through these barricades were cut loopholes for muskets, and large portholes, with swinging doors, for ventilation. For the protection of pilots the pilot-houses were provided, on each side, with semi-circular sheets of boiler iron. The after part of the cabin decks were officers' quarters, while the forward part served for the men's mess-room. The men's sleeping quarters were upon an intermediary deck, built in, aft of the boilers. Both officers and men were provided with suitable wash-rooms, bath-rooms, and facilities for washing clothes. Above the forecastle, hung upon pulleys, always ready to be attached to a huge crane on either side, and so quickly lowered and swung ashore, was a large, railed gangway, over which two horses could pass abreast. As protection against any attempt at boarding, each vessel was provided with a hot-water hose, connected with the boiler, and hung where it was in readiness for instant use. Only such furniture, bedding, etc., were retained out of the original equipment of the boats as was actually needed for the comfort of officers and men. The rest was sold and the proceeds there from turned into the Government Treasury.

March 4. 1863 General Ellet sent to Washington this telegram :

HON E.M. Stanton, Secretary of War.

Six companies infantry organized 527 men: four companies cavalry— 368 men: one company artillery—140 men, and six guns light artillery. Two hundred recruits just received. Will be organized by Friday.

ALFRED W. ELLET,

Brigadier General



SIR: In obedience to your orders, we have surveyed the U. S. S. *Baltic*, and find her to be of the following dimensions and in the following condition:

Length from after side of stern to forward side of sternpost, 182 feet, Length over all, 186 feet. Breadth of beam, 38 feet. Draft of water, forward, 6 feet 5 inches. Aft, 5 feet 7 inches. The *Baltic* is built like all other river steamers, but was strengthened when she was constructed into a ram. Her hull is in good condition below the load line, but above the load line her hull and upper works are rather rotten in some places. Her main deck is in a very bad condition and rather rotten. Her cylinder timbers are affected with the dry rot in some places, and not very well secured. The accommodation for officers consists of one large room below the main deck, similar to a trunk cabin, for sleeping and messing in. There is a small room on deck for the commanding officer to occupy; this includes all the quarters for officers. The quarters for the crew are on deck; there are some bunks below in the hold for petty officers to sleep in. The *Baltic* would make a very good steamer for towing purposes, and could be repaired to do good service; she measures 624 tons.

She has two noncondensing engines of the usual Western river type and arrangement, Diameter of cylinder, 22 inches; length of stroke, 7 feet. These engines are in good condition and repair, with the exception of the timberwork, or foundations, which are very much decayed, and will have to be replaced before the vessel can be used. The wheels are 29 feet in diameter and 8 feet wide, independent in their action. The engines are supplied with steam by four cylindrical (double 15-inch-nued) boilers, 24 feet long and 3 feet in diameter, very old and leaky. The furnaces are calculated to burn either wood or bituminous coal. The ship has storage for 75 tons of coal. The doctor or donkey pump, with some small repairs, will be in good order. The pipe connections between boilers and engines (some of them of copper) are in good condition. The boilers have the usual complement of steam ana water gauges. This ship is not safe to run in consequence of the bad condition of the boilers.

We would recommend her to be sold for the benefit of the Government.

Very respectfully, your obedient servants,

PEIHCE CROSBY, *Commander.* JOHN IRWIN, *Lieutenant-Commander.*

WM. ROGERS, *Acting Chief Engineer.*

T. W. RAE, *Second Assistant Engineer.*

JOHN CRONAN, *Acting Carpenter.* Acting Rear-Admiral HENRY K. THATCHER,

Commanding West Gulf Squadron.

Pursuing the disorganization, all boats of the command, including the rams and tugs, were in due course transferred, as ordered, to the Quartermaster department, and each was disposed of as the service required. Some were retained, with their crews, for transport duty, and some were soon after dismantled and sold, their crews being discharged. The two tugs were retained for some time. Master Granger who had in the construction and management of these useful little craft, rendered very efficient service, at the dissolution of the Brigade received this personal testimonial from its old Commander, which he prizes very highly:

Headquarters U S. M. M. Brigade. Flag Ship Autocrat.
Vicksburg. Miss.. August 18th, 1864

It gives me pleasure to certify that Captain A. M. Granger is a very competent Engineer and Builder- a careful, sober and industrious officer, having been employed under my command, since March 1, 1863, in constructing and commanding the beautiful Tugs of the M. M. B. ("Belle Darlington." and "Alf Cutting") it is but justice to say that he has always given me entire satisfaction.

ALFRED W. ELLET,

Brigadier General Commanding.

In response to the request of the Secretary of War (November 19th, 1864) for information as to the disposition made of the Marine boats, we find Colonel Sawtelle's inventory and report, of assignment to army quartermasters, as follows:

DISPOSITION OF THE MARINE BOATS,

Diana, Baltic and Alf, Cutting —Morganza LA.

Autocrat and Raine—Memphis.

Adams, Fairchild and Belle Darlington —Vicksburg.
Fulton — Natchez.

Monarch, Switzerland, Lioness, Horner and Cleveland—New Orleans.

NOTE. SOME of these boats are north undergoing repairs.

Upon completion of the work of transfer some weeks later, including the orders for organization and assignment, and the discharge of supernumerary non-commissioned officers, whose terms of service were near expiration, Capt. W. D. Crandall closed his office as Assistant Adjutant General of the Brigade, and turned over all its records, books and papers, and the property of the office to the Adjutant General of the District at Vicksburg, for transmission to Washington. In later years the fact has developed that these important records and documents never reached their destination. They were probably regarded at the time as unimportant, and in the office changes so frequently occurring there they were lost sight of and later destroyed. The want of these records has made difficult all efforts of the survivors of the crews of boats, in presenting claims to the department, and in some instances the character, and even the names of the boats of the Brigade, have been called in question.

Ram Fleet Boat Inventory

- The "Ellet Ram Fleet" included the following ships:
- *Lancaster* (1862-1863). 257-ton side-wheel steam ram, 176' long.
- *Monarch* (1862-1864). 406-ton side-wheel steam ram.
- *Queen of the West* (1862-1863). 406-ton side-wheel steam ram, 181' long.
- *Switzerland* (1862-1865). 413-ton side-wheel steam ram, 178' long.
- *Lioness* (1862-1865). 198-ton stern-wheel steam ram.
- *Mingo* (1862-1862). 228-ton stern-wheel steam ram.
- *Samson* (1862-1865). 230-ton stern-wheel steamer. Served as a U.S. Navy auxiliary after 1862.
- *Fulton* (1862-186?, also called *Dick Fulton*). 175-ton stern-wheel steamer, used as an auxiliary.
- *T.D. Horner* (1862-1865, also called *Horner*). 123-ton stern-wheel steamer, used as an auxiliary

Boats in former RAM FLEET at commencement of MMB operations:

Nine Ships Total

Three Stern Wheel Towboats purchased at Pittsburg

LIONESS, SAMPSON, MINGO 170 ft. long, 5 foot hold

Three Large Side Wheel Steamers

QUEEN OF THE WEST purchased Cincinnati 180 ft. by 37 ½ feet 8 ft hold

MONARCH purchased New Albany 180 ft. by 37 ½ feet

SWITZERLAND purchased Madison 180 feet

LANCASTER small side wheel boat, 180 feet purchased Cincinnati

FULTON small stern wheel steamer, service boat Purchased Cincinnati

HORNER small stern wheel steamer, service boat Purchased Cincinnati

Brown also offered Henrys as "Slung" or "Plain." Slings were offered very early and were attached to the left side. Correspondence of October 1862 with John W. Brown shows that he returned to the factory for repair guns bearing the serial numbers 324, 359, 391, and 706. It is suggested they were to have sling swivels installed.(37) By January 28, 1863, Brig. General Alfred W. Ellet had witnessed one of the Henrys in action. He wished to obtain as many as 1,000.(14)

Deliveries of Spencer rifles began in December of 1862 and continued through June of 1863. The state of Massachusetts also ordered 2,000 rifles, although other contracts delayed delivery of the Bay State guns until 1864. A total of 11,471 Spencer rifles were manufactured, and it is safe to say most made their way to the battle front during the war.

More numerous were the carbines, with orders beginning in the summer of 1863. Spencer's salesmanship was fully equal to his skills as an inventor and manufacturer, and he toured battlefronts and visited the White House promoting his rifle. After a personal test by President Lincoln, the Spencer's future was secure.

Carbine deliveries began in October of 1863, and a total of 64,685 were delivered through January 1866. In addition the government purchased 30,496 of the slightly different pattern .56-.50 caliber Model 1865 Spencer carbines, made by the Burnside Rifle Company of Providence, Rhode Island.

Some writers have incorrectly assumed that all these guns saw service in the Civil War, which gives a skewed view of the Spencer's influence. Including deliveries of 2,007 carbines on April 3 and April 12, 1865, as hostilities came to a close, 46,185 carbines were delivered by April 12, 1865. Adding the 11,471 rifles gives a total of 57,656 Spencers which possibly saw combat. All of the Burnside guns were delivered after the close of hostilities.

The first Spencer was fired at Confederates in a skirmish near Cumberland, Maryland on October 16, 1863. The prototype gun was in the hands of Sergeant Francis O. Lombard, a gunsmith friend of the inventor serving in Company F, 1st Massachusetts Cavalry. It was a while before others would follow Lombard's example. Most, if not all of the rifles purchased by the Navy were issued to the Mississippi Marine Brigade. In January of 1863, the army issued its first Spencers to the 5th, 6th 7th and 8th Independent Companies of Ohio Sharpshooters.

Spencers gained their greatest fame in the hands of men who didn't wait for the army to issue them. Colonel John T. Wilder's Mounted Infantry Brigade bought their own repeaters. Wilder originally wanted Henrys for his men, but slow production severely limited the availability of that arm. Eventually Wilder's regiments, including the 17th, 72nd, 92nd Indiana, and 98th Illinois (the 92nd Illinois joined the brigade later) were armed with a mixture of Spencer rifles and carbines along with Burnside single shot breech loading carbines.

Was able to find in early MMB documents, one notation indicating that 500 Spencer Repeating Carbines and 500 1861 Colt Navy Revolvers were transferred to the MMB when it was formed.

Civil War Weapons

Civil War Weapons term papers report that the Civil War "took place at a particularly interesting period in the history of weapon development." The most obvious determining factor in the production of weapons provisions during the Civil War was the fact that the Industrial base laid north of the Mason-Dixon line. Only the Cumberland Iron Works in Nashville, and the famous Tredegar Iron Works in Richmond, Virginia, can be called the South's greatest industrial manufacturing centers. However, "this fundamental economic fact was overlooked by most people at the start of the war since, like all contestants in all wars, they were quite convinced that right would prevail and their side would win in a matter of weeks." Once the initial bloom of élan wore off, and the war's duration became appreciated, did the South endeavor to make up for their manufacturing gap. However, as will be seen, several technological innovations, especially in naval arms, came out of the Confederacy.

And while the North could consistently rely on the New England industrial base, army bureaucracy often stood in the way of President Lincoln's desire to see that his troops had the best and most up-to-date arms. His chief of ordinance, James W. Ripley, who objected to every new idea and referred each new technology to a board of inquiry, where the idea was quickly and quietly killed, chiefly hampered Lincoln. The President was in favor of any new idea that promised to end the war. He soon accumulated a treasure of models of proposed new weapons, occasionally trying them out on the White House lawn, but usually traveling to the Washington Navy Yard for demonstrations (about once a week). In contrast, Ripley (born 1794) opposed the breech-loading rifle, the repeating rifle, the "coffee-mill gun" (a precursor to the machine gun), and most nearly every other military innovation.

Firearms had been first developed in the 15th century and had changed little through the Napoleonic Era. During the 1840s, the percussion cap gained popularity, making flintlocks obsolete. The next decade witnessed experimental work in artillery and firearms, especially small arms. Between 1836 and 1857, Samuel Colt held a virtual monopoly on the manufacture of pistols with mechanically-rotated cylinders in the United States. When his patent expired in 1857, the Smith & Wesson company stepped in with a master patent covering the manufacture of revolvers with bored-through chambers, providing them with a monopoly on breech-loading cartridge-firing revolvers. However, Smith & Wesson revolvers were of small caliber (usually .22) and generally worthless in combat.

The command when completely organized was officered as follows:

GENERAL OFFICERS.

Brig. Gen. A. W. Ellet; Capt. W. D. Crandall, A. A. G.; Lieuts. E. C. Ellet and Sanford G. Searritt, Aids de Camp; Maj. James Robarts, Surgeon-in-Chief; Assistant Surgeons, James S. Myers, Israel Cleaver, David S. Booth, C. R. Eldridge, R. W. McMahan, Theodore Jacobs, Richard P. Cutley and Alva J. Malone; Quartermaster, Capt. George Q. White; Commissary of Subsistence, Capt. Jas. C. Brooks; Purchasing Quartermaster, Capt. James Brooks; Paymaster of Crews, Capt. Wm. H. Lewis. [No chaplain was asked for or appointed.]

INFANTRY REGIMENT.

Colonel Charles R. Ellet; Lieut. Col. George E. Currie; Maj. D. S. Tallerdoy; Adjutant Lieut. H. G. Curtis; A. Q. M. Lieut. James Beach. [No chaplain].

Co. A.—Captain, I. D. Newell; First Lieut., Philip F. Howell; Second Lieut., Theodore H. Guildemeister.

Co. B.—[No Captain]; First Lieut., Tobias S. Benson; Second Lieut., Francis Aid.

Co. C.—Captain, E. G. Hughes; First Lieut., J. A. M. Cox; Second Lieut., Alexis Lemmon.

Co. D.—Captain, Calvin Reed; First Lieut., Delos Wilson; Second Lieut., J. C. Fortune.

Co. E.—Captain C. G. Fisher; First Lieut., D. F. Markle; Second Lieut., Enos Snyder.

Co. F.—Captain, Thomas C. Groshon; First Lieut., O. H. Whitehead; Second Lieut., Albert Dean.

Co. G.—Captain, E. S. Havens; First Lieut., ----- McCune; Second Lieut., Horatio N. Rowe.

Co. H.—Captain, James P. Harper; First Lieut., — — — Allen; Second Lieut., William H. Sloan.

Co. I.—Captain, A. P. Cox; First Lieut., Perry Gregg; Second Lieut., A. C. Hawley.

Co. K.—Captain, Lehigh Dakan; First Lieut., Michael Brennan; Second Lieut., B. F. Housel.

CALVARY BATTALION.

Major, James M. Hubbard; Adjut., Lieut. Leroy Mayne, Co. C.

Co. A.—Captain, J. R. Crandall; First Lieut., Martin V. Owen; Second Lieut., Charles Pollock.

Co. B.—Captain, J. M., Brown; First Lieut., S. F. Cole; Second Lieut., John Warren.

Co. C.—Captain, O. F. Brown; First Lieut., Samuel Carlisle; Second Lieut., LeRoy Mayne.

Co. D.—Captain, William H. Wright; First Lieut., Frank Hanscom; Second Lieut., John B. Kirk.

LIGHT ARTILLERY.

Captain, David P. Walling; First Lieuts., E. H. Nichols and John L. Plumley; Second Lieuts., A. J. Gibson and Samuel R. Holmes.

NOTE:—Changes in this roster were of frequent occurrence. They are noted wherever record was found. In the latter part of the Brigade's history, many were serving as officers, whose commissions were never issued.

Commissions were later asked and granted for staff regimental officers, to serve in the ram fleet, as follows: John A. Ellet, to be Lieutenant and Colonel; John W. Lawrence, to be Major; and George W. Bailey, to be Lieutenant and Adjutant.

On March 5th, six of the Marine boats, all of the fleet except the hospital steamer *WOODFORD*, whose refitting was not yet completed, reached St. Louis. The time intervening between the 5th and the 13th was spent in placing on board the steamers the necessary stores and equipments, paying the men, locating them in their quarters on the boats, coaling, etc., etc. This task was completed at 6 o'clock a. m., March 13th, when the *AUTOCRAT*, *ADAMS*, *BALTIC*, *DIANA*, and *FAIRCHILD* cast loose their lines, swung out from the wharf, and started on the long run for Vicksburg. To await the coming of the recruits (then on their way to Benton Barracks) Captain Newell was left behind, temporarily in command of the *RAINE*, with instructions to join the fleet below, as soon as possible. Nothing of importance transpired during the run to Cairo, where the fleet arrived and anchored above the city, in the Ohio river, at 9 o'clock a. m., of the 14th, having spent the previous night tied up at an island above.

At Cairo the hospital boat *WOODFORD*, and also the ram *LANCASTER* (just repaired and again ready for service) were found waiting. On the night of the 14th occurred the first loss of life in the command. One of the men, wrapped in a blanket, was seen by a deck-hand to pass over on to a coal barge, alongside the *ADAMS*, and then plunge into the river. The next day a man by the name of Ransom, belonging to Co. F. Inf., was missing. It was never known whether it was an accident, a suicide, or the man had walked in his sleep, or whether it was a desertion. Comrade A. J. Pierce in his diary significantly noted respecting this man: "He had been very quiet for some time," and the presumption at the time, was, that he was slightly deranged.

The fleet remained at Cairo during the 14th, 15th and 16th coaling, and attending to other necessary matters. While at anchor here

APPENDIX B

It will be of historic interest to place here the roster of the new organization, as nearly complete as the record will permit.

OFFICERS OF THE (CONSOLIDATED) MARINE REGIMENT.

Lieutenant Colonel, John A. Ellet.

Major, D. S. Tallerdag.

Co. A.--Captain, A. Conner; First Lieut., Perry Gregg; Second Lieut., Ed. Ellet.

Co. B.- Captain, J. R. Crandall; First Lieut., Tobias S. Benson; Second Lieut., Francis Aid.

Co. C. -Captain, I. D. Newell; First Lieut., Philip F. Howell; Second Lieut., Theodore H. Guildemeister.

Co. D.- Captain, E. G. Hughes; First Lieut., J. M. Cox; Second Lieut., George Wathan.

Co. E.- -Captain, O. F. Brown; First Lieut., Delos E. Wilson; Second Lieut., J. C. Fortune.

Co. F.—Captain, C. G. Fisher; First Lieut., Gershom Markle; Second Lieut., Richard Eilet.

Co. G.—Captain, Thos. C. Groshon; First Lieut., Onesimus W. Whitehead; Second Lieut., Albert Dean.

Co. H.—Captain E. S. Havens; First Lieut., Doane.

Co. I.—Captain, James P. Harper; First Lieut., Robert S. Murphy.

Co. K.—First Lieut., Michael Brennan; Second Lieut., B. F. Housel.

N. B.: Names of Surgeon, Assistant Surgeon, Adjutant and Quartermaster are not found.

The reader will notice mention of several officers in this roster, at a grade lower than that in which they have been often spoken of in the foregoing pages. The reason is that they had been serving in a rank to which promotion was due, and for which they had been recommended, but no commissions had been received, and only their actual rank could be recognized in the re-organization. Several non-commissioned officers were thus wholly denied the rank and pay due for actual service as commissioned officers. In later years Congress, in one or two instances (notably that of Capt. F. V. De Coster) conferred the rank and pay so justly earned, and so long withheld.

About the time the organization was completed, Capt. C. G. Fisher was, by order from General Dana's headquarters, named as one of a military commission (and as Judge Advocate of it) to convene, September 5th, "for the trial of Frank Mongold, a citizen, and such other prisoners as may be brought before it." No record of the work of this commission is extant.

ROSTERS OF THE MISSISSIPPI MARINE BRIGADE
AND ITS SUCCESSOR "THE RAM FLEET"

During my original effort to find any records of my own relatives that served in varied Civil War units, it became apparent early on that the Mississippi (River) Marine Brigade or MMB presents a unique research challenge. To start with, unlike most every other Civil War military unit, the MMB had no home state. There was no central point of enlistment/enrollment/muster or a repository of any records in one location. The nature of the MMB itself was that it was organized by "volunteers" under the leadership of relatively unknown officers (Ellets) so you will find its personnel being drawn from upwards of sixteen states and varied places within each respective state. Some men came from hospitals, some from other units as individuals, some by transfer or enrollment or assignment of small units from varied geographic regions, ie., the 1st Missouri Artillery was a redesignation of the 1st Pennsylvania Artillery, with other similar units listed below in their original format, before any transfer took place. It is important to note also that generally individuals or entire rosters were not "transferred" but were required by senior commanders in the Union Army to first RESIGN their current position or rank and were then newly enrolled in or mustered into either the RAM FLEET or the MMB. What this means is that at times you find a notation of "deserted" or failed to muster because the individual just "disappeared" from his existing unit and there is no transfer record noting "why". The Ram Fleet itself was redesignated as the new MMB which means in tracking some MMB members who appear to have no MMB enlistment records on file, you often have to go back to their original unit, or to the RAM FLEET rosters to find information on a relative or individual member. Also keep in mind that during the period of the Civil War, misspellings, phonetic spellings or name changes between branches or units often were common events so at times a general search, using a variation of the first, last or middle name will prove more successful. I found that the National Park Service Soldiers master listing often led me to several possible matches to another unit or state which I could then track to individual states, or other rosters, or even the US Register, which allowed me to find or discover thousands of individual MMB members. There is no good single source of "Roster's" for the Ram Fleet or MMB but persistence will reward you thru the use of some creative search strategies.

Missouri Digital Archives—great general data, helps to know branch ie., Infantry, Arty, Cavalry, try them all
Illinois Regimental History/Rosters, also digital (known are Camp Butler/MMB, 63rd Regt Inf., Company K, 18th Ill Inf.,
Company D, 59th Ill Infantry,
Ohio Regimental History (80th Ohio Vol Inf.,
Iowa Regimental Archives for the MMB specifically
Indiana Regimental History (8th Regt Infantry) also access Indiana information in US Official Register as the books contain
detailed information not in State records.
Pennsylvania Regimental Records (home state of the Ellets who commanded most of the MMB units and also contributed
men to the MMB via Penn.)
Colorado Historical archives as the Ellets ended up here after the war along with some of their men.
Diaries, letters, obituaries, have provided significant additional details into actual conditions within MMB and Ram Fleet
units, its individual members, data on fleet boats, operations etc. Since most of the official unit records were lost or
destroyed, these documents very effectively fill the "gaps" in official sources. Many institutions and universities are now
finding or opening up their archives and individual collections (digitally) which I have found contain real treasures (such as
the only known photograph of the BALTIC or any boats of the MMB Fleet.) These seemingly unrelated states also include
Mississippi, Tennessee, Louisiana, Texas, Virginia, and Florida so learn to search beyond your normal boundaries of thought.

"History of the Ram Fleet and the Mississippi Marine Brigade" by Crandall in 1908 is an excellent source of information on
the initial Ram Fleet/MMB Officer rosters especially before and during the transition into the MMB from the Ram Fleet.
Although some details were incomplete or missing in the book itself, they were traceable and easily found in either Federal
or State records. A final roster of officers in the dissolution of the MMB in 1865 is available from other official military
sources.

Misc research notes from July 1, 2010

Possible units that at times were attached or assigned to MMB according to operational notes of unit

63rd Regt of Illinois Infantry

70th Regt of Illinois Infantry

25th Wisconsin Infantry, mentioned Colonel Samuel J. Nasmith involved in some operations

Col Graham N. Fitch, 46th Regt Ind Infantry part of Ram Fleet??

300 Sharpshooters were assigned from 53rd and Co I of 59th Illinois Infantry to MMB

Battery E of 1st Missouri Light Arty was assigned at least on some operations to MMB

This guy wrote a 160 plus page summarizing operations of the MMB in 1994 and posted it on internet.

BROWN PAPER RAMS AND HORSE MARINES

Stephen R. Howard (Barbara), 307 Mulberry Street, Monroeville, IND 46773-1019

A Matt Howard (SON?) listed at phone 260-623-3454

**Allegheny County's
Boat Building**

1848.-Alice, Alert No. 2, Alavia, Andrew Fulton, Atlanta, A. Mason, Ariadne, American Eagle, Allegheny Clipper, American, Baltic, Brilliant, Bedford, Brajos, Blue Wing, Chief Justice, Cumberland, Connecticut, Carrier, Columbian, Com. Perry. Columbian No. 2, Charies Carroll, Dolphin, Dolphin No. 2, Eureka, Euphrates, Farmer, Financier, Forest, Fort Pitt, Fashion, Gondolier, Grand Turk, Green Wood, Geneva, Gen. Green, Gen. De Kalb, Hope No. 2, Hail Columbia, Hudson No. 2, Isaac Newton, Ionia, I. S. Porter, Ivanhoe, Jacob Poe, James Nelson, Josephine, John Carver, John O. Adams, John B. Gordon, Jack Ogle, Jacob Vaughan, Kit Carson, Lamartine, Lewis Wetzel No. 2, Mona, Marshall, Northern Light, Nominee, Newton, Oriental, Paris, Paxtous, Palmetto, Penn, Planter, Peter Miller, Robert Wightman, Roxanna, Rebecca, Shenandoah, Sam Miner, Sam Fowler, Sago, Tuscarora, W. Williams, Washington, W. A. Violet, Wave No. 2, Waggoner, Wave, Wyoming, Western World, Virginia, Visitor, Venezuela, Vermont, Z. Taylor No. 2.

Name: BALTIC

Launched: 1850s?

Area: Ohio R. and Miss. R. and Mo. R.

Name: JOHN RAINE

Launched: 1850s?

Area: Ohio R. and Miss. R. and Mo. R.

Extracted from page 271 of "The History of the Ram Fleet and the Mississippi Marine Brigade"

Concerning incident aboard the " BALTIC" and "JOHN RAINE" the night of 8 April, 1863

Deaths noted on enlistment cards of Lt. McCune and Lt. Mayne as April 9 1863, most likely this date is when the official report was received or made at muster on the next day following this incident.

1 Lt. Thompson W. McCune , Co.G, Inf. serving on Brigade staff, assigned "John Raine"

2 Lt.(1 Lt.) LeRoy Mayne Company C, 1 BTN Cavalry, assigned "Baltic" also listed as Btn Adjutant-Cavalry

2 Lt. William H. Sloan Company H, Mounted Infantry— assigned to "Baltic"

On the night of the 8th occurred one of the saddest incidents in the history of the Marine service. Lieut. W. H. Sloan of Co. H. Inf.. so graphically related this incident in the "Historian" of July. '87, that we quote him verbatim: "When the fleet left St. Louis on its trip to the South, the steamer JOHN RAINE was left at St. Louis, and among the detached officers of the Brigade on her was Lieut. McCune. On the night of April 8th, our fleet found itself in the vicinity of New Madrid, Mo. I was on the BALTIC and our boat was moored to the Missouri shore. A large coal barge, from which the BALTIC was replenishing her supply of coal, had been landed on the outside. While engaged in taking this coal, the JOHN RAINE joined us from St. Louis and landed outside the coal barge in order also to take coal. While these matters were occurring, Lieut. Le Roy Mayne, Adjutant of Cavalry, and myself, were engaged in a quiet game of euchre. Mayne presently suggested that we go over to the RAINE, and see McCune. McCune, Mayne and myself were, in army parlance, "chums." It was about half past eight o'clock at night, when I secured a lantern, and Mayne and myself started. I, being in the lead with the light, stepped over the single stage-plank, leading from the BALTIC to the coal barge, and turned to let Mayne have the benefit of the light, when I saw him step off into the rushing water between the BALTIC and the barge. I grabbed for him but failed to get hold of him and he instantly disappeared from view. I heard his head strike the cross-timbers composing the guards. I then ran back across the deck of the BALTIC TO the shore, and down the bank, hoping to get a boat and rescue him in case he survived the passing of the wheel. Another officer found an old skiff and, with a small piece of board, we started to paddle about, looking for Mayne. While so engaged, we noticed the water was covered with small pieces of paper, and a soldier ran to the stern of the BALTIC and cried to us that another man was overboard. But we caught no sight of either. Upon our return, we found that Lieut. McCune had, at nearly the same moment, expressed his intention of going over from the RAINE to the BALTIC, to see Mayne and myself, and had stepped into the river, at the same spot, and within a minute, after poor Mayne. Lieutenant McCune had brought with him from St. Louis the discharges of four hundred men, and these were the papers we saw floating by while hunting for Mayne. Some days before his death, Mayne asked me to come to his room and said: "Old man, there's something going to happen to me. I don't know what it is. But I want to tell you where my folks live, and what I have, and if the worst comes, you take care of my things, and see that my parents get my trunk". He showed me an elegant gold watch that he carried, and then unfolding his necktie, an old style silk handkerchief, he showed me \$300.00 in greenbacks, wrapped within its folds, and worn around his neck. The necktie and watch disappeared with his body, which was never heard of afterwards. His remaining property was forwarded to his parents, living in Keosauqua, Iowa, as per his request.

"Both these young men were efficient officers, and their death was a material loss to the command. Lieutenant Mayne had especially endeared himself to all who knew him. Young, handsome in person, with a frank, open, intelligent face, a courteous man, and a soldierly carriage, he favorably impressed all with whom he was associated. This tragic occurrence cast a deep gloom over the command at the time, and even to this day tinges with sadness the war memories of Marine survivors."

Many of the old settlers of Missouri were of the lawless element, shiftless, and lazy, of the ignorant class. All those Missourians who were under General Kearney of the Army of the West couldn't write their name. Some had come west to the edge of civilization to escape punishment of the law because of crimes and should an officer come after them, it was a simple matter to cross the border of the U.S. to safety. They were most upholders of slavery and because the Mormon people never believed in slavery it once again was an item of contention. They also became concerned because of the numbers of Mormons to appear on the scene and buying land. They became openly antagonistic about their politics and voting power. Consequently the Mormon people were bullied and mobbed, some were whipped with bull whips or cat o'nine tails and driven from their homes, homes too were pulled down or burned, animals and crops were destroyed.

Commentary from records of early Missouri History about 1830 or so

orinth. The
ly; but the
To-night
sides and a
are liable
of Major
out of his

W.
out, truth to
I deal wiser
of course, is
is our scout
thless. The
ers are ludi-
cious infor-
orinth; an-
ey are there
enforcements.
are lamenta-
re, the Mem-
le, from the
at the gentle
ed, and they

a dim tradi-
faded into a
m our lines.
night in the
in the 46th
billistines as
Rebels took
guard-house
ned to the
rigade. He
y, and made
ope's lines.
southward
d prisoners

as they are
yesterday,
stand with
sounded with

FROM MISSOURI.

**Guerrillas near Cape Girardeau—Hatters
near Lexington—Western Papers Pub-
lishing Contraband Items—St. Louis
News, Post-Office, &c.**

From Our Own Correspondent.

St. Louis, May 19, 1862.

The people in the interior of the State continue their efforts to discourage guerrillas. The recent outbreaks in South-East Missouri have given a temporary alarm to the inhabitants in John W. Nellis' Congressional District, but the efforts of Col. Daniels, of the 1st Wisconsin Cavalry, in company with the Missouri Mounted Militia stationed there, have caused the bushwhackers to skedaddle to the swamps and bushes as usual. The frequent captures of the leaders of this predatory band is having the proper effect. The marauders quickly disperse to their homes. They are outside of the pale of civilized warfare, and liable to be strung up as fast as caught without benefit of clergy for their crimes.

It is well known that Gen. Price never recognized guerrillas, and the Confederates who were in command at Pocahontas and Jacksonport, Ark., a few months ago steadily refused to surrender any of our prisoners in their hands in exchange for marauders of Kitchen's and Jeff. Thompson's men who were in our custody. The temporary alarm in South-East Missouri has already subsided, as a prominent merchant of this city to-day received a telegram from Bloomfield announcing the shipment of hides valued at \$10,000, which he had kept on hand awaiting the restoration of peace in that section and delivery from the raids of guerrillas. The fact of the shipment may be accepted as evidence that the guerrillas have disappeared from the neighborhood.

There was a small outbreak in the vicinity of Lex-

shot and

MI. MISS

How a
to E

Permit

gard to

which h.

and in E

his Cove

his inter

M. Ma

proceed

and judg

some of

ga with

that he

see for

M. More

himself,

his Geo

toward

viciously

he retir

and aff

ected t

ceived.

He a

to him

cate to

munic

Goverr

ment.

one, ne

tenion

Report of Lieut. William F. Warren, Acting Signal Officer.

HDQRS, SIGNAL DETACHMENT, MISS. MARINE BRIGADE,

Flag-ship Autocrat, April 26, 1863.

Capt. O. H. HOWARD,
Chief Signal Officer, Western Department.

CAPTAIN: I have the honor to report that the signal detachment of the Mississippi Marine Brigade has had an opportunity to test its efficiency and make itself useful, to some extent, in the following manner:

At a few minutes past 8 o'clock this morning, while passing a point on the Tennessee River, a few miles below Duck River, where the direction of the current compelled us to run within 50 yards of the land, our fleet was opened upon by a field battery of four guns and a regiment of cavalry. The Autocrat, being in advance, was the first to receive the fire. The Diana came next, followed by the Adams, each receiving a raking fire at close range, but with very slight casualties. The Autocrat replied instantly with musketry, the Diana and Adams with musketry and field artillery. Our fire becoming too hot for the rebels, they immediately limbered up and fell back in great haste, out of musket range. The general discovering this, ordered me to signal the other boats to land their forces at once. The order was instantly understood, both by J. Q. Adams, on the Diana, and Lieutenant Wilson, on the Adams. This order was immediately followed by instructions about the position in which they should land. As a result of this signaling, the troops were ready to march out almost at the instant the landing was made. We have officers on each of the five large boats who are able to read signals quite readily, and I have the honor to say that I am reliably informed that they were all upon the hurricane deck during the engagement, with glasses and equipments, on close lookout for signals. The Diana and Adams were both hotly engaging the enemy at the time their signals were given, and the Adams was receiving the fire of his battery.

Officers and men deserve commendation for their coolness and close attention to duty.

I am, captain, very respectfully, your obedient servant,
W. F. WARREN,
Lieut. and Acting Signal Officer, Mississippi Marine Brigade.

MISSISSIPPI MARINE BRIGADE INFANTRY, 1st BATTALION.

Organized at St. Louis, Mo., January 3 to April 4, 1863. Organized for duty in Western Waters. Attached to District of Northeast Louisiana, Dept. of the Tennessee, October, 1863, to April, 1864. District of Vicksburg to February, 1865.

SERVICE.--Action at Duck River Island April 26, 1863. Beaver Dam Lake, near Austin, May 24. Near Austin May 28. Expedition from Young's Point, La., to Richmond, La., June 14-16. Richmond June 15. Grand Lake June 16. Expedition from Snyder's Bluff to Greenville June 29-30. Goodrich Landing June 30. Bayou Tensas June 30. Expedition from Goodrich Landing to Griffin's Landing, Catfish Point, Miss., October 24 to November 10. Fayette November 22. Operations about Natchez, Miss., December 1-10. Rodney December 24. Port Gibson December 26. Grand Gulf January 16-17, 1864. Lake Village, Ark., February 10. Expedition to Grand Gulf February 15-March 6. Lima Landing, Ark., February 22. Rodney March 4. Coleman 5 March 5. Red River Campaign March 10-May 22. Fort DeRussy March 14. Ashton May 1. Endorah Church May 9. Greenville May 20-27. Leland's Point May 27. Columbia June 2. Worthington's and Sunnyside Landings, Fish Bayou, June 5. Old River Lake or Lake Chicot June 6. Sunnyside Landing June 7. Indian Bayou June 8, Coleman's Plantation, Port Gibson, July 4. Port Gibson July 7. Duty in District of Vicksburg till February, 1865. Mustered out February 1, 1865.

Battalion lost during service 11 Enlisted men killed and mortally wounded and 1 Officer and 161 Enlisted men by disease. Total 173.

Source of Data: "A Compendium of the War of the Rebellion, V.III" by Frederick H. Dyer, c1908, p.1321

Missouri

1st BATTALION MISSISSIPPI MARINE BRIGADE CAVALRY

Organized at Jefferson Barracks, Mo., January and February, 1863, for duty in Western Waters. Attached to District of Northeast Louisiana, Dept. of the Tennessee, October, 1863, to April, 1864. District of Vicksburg, Miss., to August, 1864.

SERVICE - Action at Little Rock Landing April 26, 1863. Beaver Dam Lake, near Austin, May 24 and 28. Expedition from Young's Point, La., to Richmond, La., June 14-16. Richmond June 15. Grand Luxe, Ark., June 16. Expedition from Snyder's Bluff to Greenville June 29-30. Bayou Tenses June 30. Expedition from Goodrich Landing to Griffin's Landing, Cat Fish Point, Miss., October 24-November 10. Operations about Natchez December 1-10. Rodney December 17. Fayette December 22. Rodney December 24. Port Gibson December 26. Grand Gulf January 16-18, 1864. Expedition to Grand Gulf February 15-March 6. Lima Landing, Ark., February 22. Red River Campaign March 10-May 22. Fort DeRussy March 14. Worthington's and Sunnyside Landings, Fish Bayou, June 5. Old River Lake or Lake Chicot June 6. Indian Bayou June 8. Coleman's Plantation, Port Gibson, July 4. Port Gibson July 7. Consolidated with 1st Infantry, Mississippi Marine Brigade, August, 1864.

Battalion lost during service 2 Officers and 15 Enlisted men killed and mortally wounded and 1 Officer and 38 Enlisted men by disease. Total 56.

Source: A Compendium of the War of the Rebellion - Frederick H. Dyer, 1908