

The Knapsack

Raleigh Civil War Round Table

The same rain falls on both friend and foe.

June 14th, 2021
Our 244th Issue



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June 14th, 2021 Event Features Wade Sokolosky, U.S. Army Col. (ret.), Speaking on the Topic *Success and Failure in the Saddle: Mounted Operations during the 1865 Carolinas Campaign*

Our upcoming meeting will be on Monday, June 14th, 2021. Due to the ongoing coronavirus pandemic, we will **NOT** be meeting at the NC Museum of History in Raleigh. **Instead, we will meet remotely via an online web session using the application Zoom.**

Raleigh CWRT President, Josie Walker, will email an invitation to you for the Zoom event along with instructions and a link for joining the online meeting. **Please contact Josie at RaleighCWRT@Yahoo.com if you do not receive this invitation by May 7th.**

June's meeting will feature a presentation by Wade Sokolosky, U.S. Army Col. (ret.), speaking on the topic *Success and Failure in the Saddle: Mounted Operations during the 1865 Carolinas Campaign*.



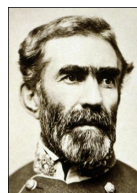
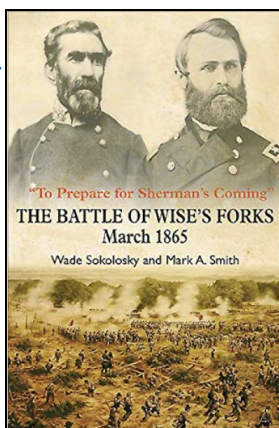
Wade Sokolosky, U.S. Army Col. (ret.)

Wade, a native of Beaufort, North Carolina, is a graduate of East Carolina University and a 25-year veteran of the U.S. Army. He is one of North Carolina's leading experts of the 1865 Carolinas Campaign. Wade has lectured throughout the country speaking to roundtables, various societies and organizations, and at historical sites.

He is the co-author (with Mark A. Smith) of the following two books:

- ***"To Prepare for Sherman's Coming": The Battle of Wise's Forks, March 1865***, chosen as the winner of the Civil War Books and Authors Best Book of the Year for 2015, Battle/Campaign Histories - Eastern Theater category.

Publisher : Savas Beatie; 1st Edition (October 19th, 2015); ISBN-10 : 1611212669; ISBN-13 : 978-1611212662



Confed. Gen.
Braxton Bragg



Union Gen.
Jacob Cox



Union Gen.
William Sherman



Confed. Gen.
William Hardee

"No Such Army Since the Days of Julius Caesar": Sherman's Carolinas Campaign from Fayetteville to Averasboro.

Publisher: Savas Beatie
(January 18, 2017);
ISBN-10 : 1611212863
ISBN-13 : 978-1611212860

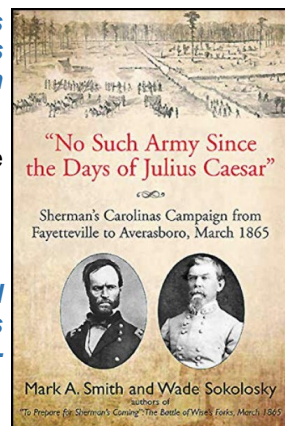
Wade is also sole author of ***Final Roll Call: Confederate Losses during the Carolinas Campaign.***

Near term, Wade is finalizing a manuscript entitled, ***The History of North Carolina Civil War Hospitals, vol. I: Confederate***, scheduled to come out in late 2021, depending on the vagaries introduced by COVID.

Long term, Wade and Eric Wittenberg are working on a book-length study of the Sherman's military operations in South Carolina during the 1865 Carolinas Campaign.

Wade is the recipient of the Raleigh Civil War Round Table's 2017 T. Harry Gatton Award for his important efforts to study, preserve, and share the Civil War heritage of his native North Carolina. Additionally, he is a tour guide with the Friends of Bentonville Battlefield, and is a member of Brunswick County Civil War Round Table Advisory Council.

Wade lives in Beaufort, North Carolina and works for the N. C. Dept. of Transportation Ferry System.



Twelve Notable Instances of Rail Transportation During the Civil War

A Twelve-Part Series by Bob Graesser, Editor

Introduction

This is part two of a twelve-part series (listed below) in which I examine in chronological order some of the most notable instances of how rail transportation played a critical role in the Civil War. Although most parts pertain to logistics supporting military campaigns or battles, part two does not.

Part two examines the journey of Jefferson Davis from his plantation in Mississippi to his inauguration in Montgomery, Alabama. It is a companion piece to part one which dealt with Abraham Lincoln's inaugural journey by rail from his home in Springfield, Illinois to his inauguration in Washington, D.C. By a twist of fate, both journeys began the exact same day: Feb. 11th, 1861.

Part 1 Sources

- [The Rise and Fall of the Confederate Government—Volume I](#), part of a *memoir* by Jefferson Davis
- [Jefferson Davis: The Man and His Hour](#) by William C. Davis; Lume Books (December 13th, 2016)
- [Jefferson Davis, American](#) by William J. Cooper; Knopf; 1st edition (November 7th, 2000)
- [Railroads In The Civil War: Facts and Statistics \(North vs South\)](#), American-Rails.com
- [Lloyd's American Railroad Map, Showing the Whole Seat of War, 1861. The only correct map of the Southern States.](#) This map was the work of James T. Lloyd in 1861 and depicts all railroads in operation at that time. It is housed in the Library of Congress.
- [Railroads of the Confederacy and the Border States, 1861](#); Map of the main railroads of the Confederacy 1861, showing gauges. Other information published as *The West Point Atlas of the Civil War* / compiled by the Department of Military Art and Engineering, the United States Military Academy; chief editor, Vincent J. Esposito.

Part 1: Lincoln's Whistle-Stop Inaugural Journey from Springfield, IL to Washington City, Feb. 11th-23rd, 1861

Part 2: Jefferson Davis's Inaugural Journey from His MS Plantation, Brierfield, to Montgomery, AL, Feb. 11th-17th, 1861

Part 3: Reinforcement Via Rail Enables the Confederates to Win the Battle of Bull Run, Jul. 18th-21st, 1861

Part 4: The Great Locomotive Chase, a.k.a. Andrews's Raid, April 12th, 1862

Part 5: Greatest Troop Movement by Rail: Rebel Troops from Tupelo, MS to Chattanooga, TN, July 1862

Part 6: Supplying the Union Troops by Rail During the Gettysburg Campaign, June 11th-July 7th, 1863

Part 7: Longstreet's Reinforcement of Bragg by Rail to Win the Battle of Chickamauga, Sept. 9th-19th, 1863

Part 8: Union XI and XII Army Corps Reinforce and Rescue Rosecrans by Rail in Chattanooga, Sept. 25th-Oct. 6th, 1863

Part 9: Supplying Sherman's Atlanta Campaign via Rail, May 1st-Sept. 5th, 1864

Part 10: Supplying the Union Troops During the Siege of Petersburg, June 15th, 1864-April 2nd, 1865

Part 11: Supplying the Confederate Troops During the Appomattox Campaign, April 2nd-11th, 1865

Part 12: Lincoln's Whistle-Stop Funereal Journey from Washington City to Springfield, IL, April 21st-May 4th, 1865

Prologue

In February 1861, Confederate President-elect Jefferson Davis travels by steamboat from his plantation Brierfield to Vicksburg, Mississippi and then by rail to Montgomery, Alabama, seat of the nascent provisional Confederate government. There, he takes the oath of office and delivers his inaugural address on Feb. 18th, two weeks prior to Lincoln's own inaugural address on Mar. 4th.

Following South Carolina's opening lead of secession from the Union on Dec. 20th, 1860, the dominoes begin to fall in rapid succession as, one by one, four other states of the deep south follow suit (to mix gaming metaphors):

- Jan. 9th, 1861—Mississippi
- Jan. 10th, 1861—Florida
- Jan. 11th, 1861—Alabama
- Jan. 19th, 1861—Georgia

Prior to when Mississippi leaves the Union, Davis is opposed to secession, though he believes that the Constitution gives a state the right to withdraw from the original compact of states. He is also among those who believe that the newly elected president, Abraham Lincoln, will coerce the South and that the result will be disastrous.

On Jan. 9th, when Davis learns unofficially that Mississippi has seceded, he immediately sends a telegram to the governor of his state: "Judge what Mississippi requires of me and place me accordingly."

Official notification that Mississippi has seceded reaches Davis on Jan. 19th. On Jan. 21st, he joins four other senators from the deep south in bidding farewell to their Senate colleagues as they resign their seats. Calling it "the saddest day of my life", Davis gives a moving farewell speech, pleading eloquently for peace.

Along with his wife, Varina, and their children, Davis heads back to Mississippi on Jan. 22nd. While *en route*, he learns on Jan. 23rd of his commission as a major general to head Mississippi's armed forces and prepare its defense.

This military appointment is altogether fitting since Davis is a West Point graduate, an illustrious veteran of the

Prologue (Continued)

Mexican War, demonstrating bravery and initiative, and holding the post of Secretary of War under President Franklin Pierce.

Following his Senate resignation, on Feb. 1st, 1861, Davis and his family arrive home to his plantation, Briarfield, located on a peninsula formed by a bend in the Mississippi River 30 miles south of Vicksburg. By this time, two more southern states, Louisiana (Jan. 26th) and Texas (Feb. 1st) also secede.

Briarfield is carved out of the large Hurricane Plantation belonging to Jefferson's much older brother, Joseph. In 1835, Jefferson marries Sarah Knox Taylor, the attractive, youngest daughter of Zachary Taylor, one of his superior officers and a future United States president. As a wedding present for Jefferson and his bride, Joseph gives the couple an 800 acre portion on the west side of Hurricane Plantation. Tragically, Sarah dies three months later from malaria or yellow fever.



Jefferson Davis and his second wife, Varina Howell Davis

The Journey

Late in the afternoon of Saturday, Feb. 9th, Jefferson Davis is with his wife tending to their rose garden when a messenger rides up with an urgent telegram. Officials of the provisional government of the Confederate States, meeting in Montgomery, Alabama, inform Davis that he is elected President of the new nation. Varina later writes that Jefferson "looked so grieved" that she thinks surely some family member has died when she sees his reaction to the telegram.

In his memoir, *The Rise and Fall of the Confederate Government*, Davis later recalls that he is surprised and disappointed when he reads the telegram because, before returning to Mississippi, he tells key secession congressmen that he wants no part of the presidency but thinks that he is better suited as leader of the military. He even recommends that the honor go to Howell Cobb of Georgia, President of the provisional Congress of the Confederate States during their deliberations on drafting their Constitution. Despite all this, Davis now finds he is provisionally elected President of the Confederacy by unanimous vote due to the fact that no other southerner has a military and political record equal to his.

Feeling duty-bound to accept the Presidency, on Monday, Feb. 11th, 1861, Jefferson Davis sets out on his inaugural journey to Montgomery, Alabama. His family does not accompany him and will not join him in Montgomery until the end of Feb., thus missing his inaugural address.

By the time Davis arrives in Montgomery five days later at 10:00 p.m. on Saturday, Feb. 16th, 1861, he will have traveled 770 miles by rail along seven different railroad lines, through four states, with one track gauge change.

Davis makes 25 whistle-stop speeches by the time he reaches Montgomery. Lincoln, on the other hand, makes 94 whistle-stop speeches. Of course, Lincoln's route is 2.7 times farther and takes 2.6 times longer.

Finally, unlike Lincoln, no attempts are made on Davis's life, although Davis does receive some hard stares by the citizens he encounters during the time that his journey takes him through southern and extreme southeastern Tennessee. Part of this is due to the fact that Ten-



This is a small portion of Mitchel's 1861 map of Mississippi showing the Hurricane/Briarfield Plantations (highlighted in green). These are on a peninsula formed by a curve in the Mississippi River referred to locally as "Davis Bend". The blue highlighted portion of the Mississippi River is the steamboat route Davis takes to Vicksburg (red circle) on his inaugural trip to Montgomery, Alabama.

Jefferson falls desperately ill from the same disease and is slow to recover. In fact, Davis suffers from ill health for most of his life, including repeated bouts of malaria, battle wounds from fighting in the Mexican-American War, and a chronic eye infection that makes bright light painful. He also has trigeminal neuralgia, a nerve disorder that causes severe pain in the face and is said to be one of the most painful known ailments. No wonder he seems so stern and dour when he becomes President!

In 1845, after ten years of mourning, Jefferson marries Varina Banks Howell, a granddaughter of New Jersey Governor Richard Howell. His brother, Joseph, is the matchmaker. Jefferson and Varina have six children, three of which die before reaching adulthood. Four of their children have antebellum births. Their marriage lasts forty-four years until his death.

nessee has not yet seceded from the Union so Davis does not make any speeches upon its soil. Part is due to the concentration of pro-Unionists in eastern Tennessee. Also, unlike Lincoln, whose train route and schedule are timed down to the minute and are published in the local papers, there appears to be no evidence that Davis has a similar bullseye painted on his back.

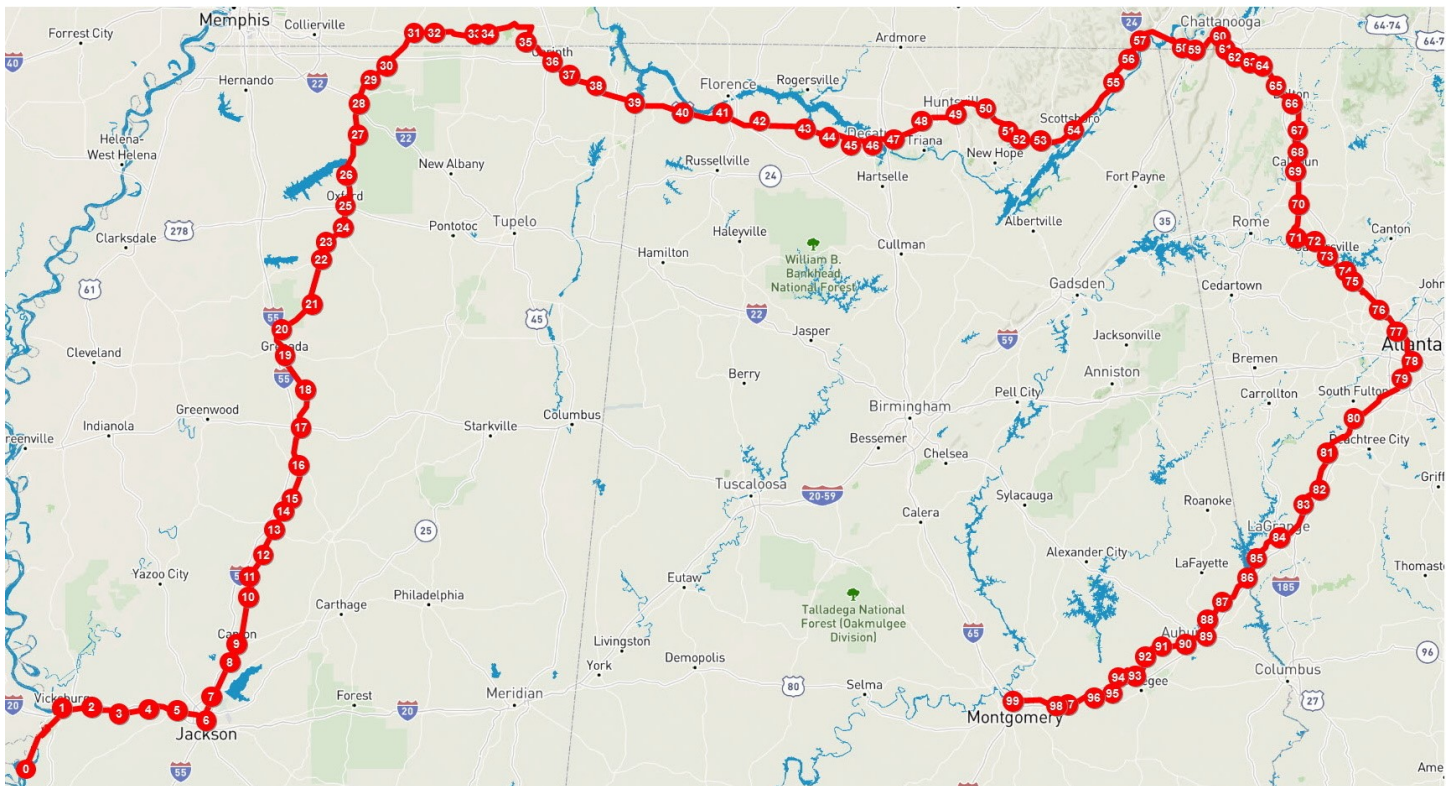
Returning to the narrative of Davis's journey from Brierfield, he first catches a ride on the steamboat *Natchez* as it heads upriver to Vicksburg. Upon his arrival, he is feted to a great celebration by bands, militia units, and dignitaries making speeches.

Boarding a special train out of Vicksburg, a similar honor awaits Davis in Jackson, where he resigns his short-

lived general's commission and, in a brief speech on Feb. 12th, promises to do his duty as president.

In his memoir, Davis relates that later, while he waits for the railroad train out of Jackson on Feb. 14th, William L. Sharkey, who has served with distinction as the Chief Justice of the State, approaches him. Sharkey wants to know if it's true, as he has just heard, that Davis believes that the secession movement will lead to war. Davis replies that, yes, it is his opinion that there will be a long and bloody war. Sharkey expresses surprise, wondering how war could result from the peaceable withdrawal of a sovereign State. Davis responds that it is not his opinion that war *should* result from the exercise of that right, but that it *would*.

(Continued on p. 6, col. 2.)



*This map (ignoring the modern road net and route signs) depicts the rail route taken by Jefferson Davis from Feb. 11th to Feb. 16th, 1861 on his inaugural journey to Montgomery, AL. Davis begins his journey with a ride on the *Natchez* steamboat which he flags down in midstream from his Brierfield Plantation on the Mississippi River some 30 miles south of Vicksburg. This starting point is indicated by the red-circled "0". The red circles labeled "1" to "99" represent the train depots/towns, 25 at which he gives a speech, along the 770 mile route. Note the much shorter 227 mile gap between Jackson and Montgomery which lacks a connecting railroad.*

Creation of the Route Map and Lessons Learned

by Bob Graesser, Editor

The creation of this route map relied upon two sources:

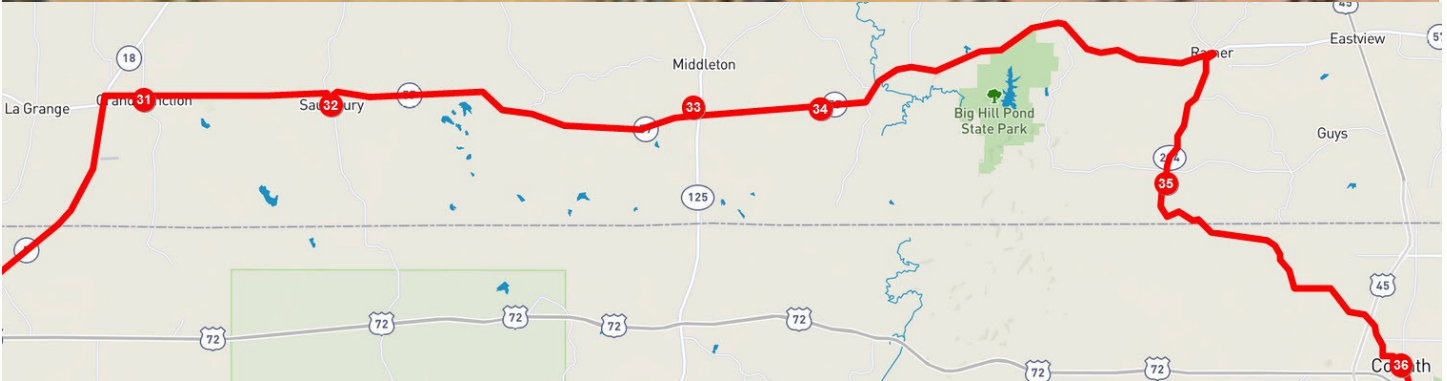
- 1) a web-based digital map originally created as a 6-foot paper map in 1861 and called the *Lloyd's American Railroad Map, Showing the Whole Seat of War, 1861*, and housed in the Library of Congress. (<https://www.american-rails.com/civil.html#gallery> [pageGallery]/0/
- 2) a web-based route-mapping application, *Tripline* (<https://www.tripline.net/>), which uses a modern digital map of the U.S. Using the railroad map to indicate all of the 99 stops along Davis's route from Vicksburg to Jack-

son to Chattanooga to Atlanta to Montgomery, *Tripline's* search engine allowed each city along the route to be identified and replaced with a sequentially numbered red circle with an automatic addition of lines connecting the circles. When finished, the total number of miles along the route is automatically displayed. This system was also used to create the route Lincoln traveled to his inauguration as presented in part 1 of this series.

Lloyd's railroad map billed itself as "The only correct map of the Southern States". However, there are mistakes, including placing railroads and associated towns in the wrong state and spelling errors in town names. Of course, map makers have been known to embed such errors on purpose just to catch illegal reproduction of their work.

Also, map mistakes in the eighteenth and nineteenth centuries were more commonplace. In a Feb. 19th, 2020 article in the Nashville Herald about inaccuracies in Tennessee's borders, writer Bill Carey said "It is easy for us to be smug about these inaccuracies in an era in →

which we carry hand-held satellite navigation devices. But if you think it is easy to calculate your exact location on the planet using a hand-held sextant and a magnetic compass, you try it."



The top map is from *Lloyd's American Railroad Map, Showing the Whole Seat of War, 1861* and shows the intersection of the states of Mississippi (orange), Tennessee (green), and Alabama (pink). From left to right in the upper left corner we have the railroad towns of Grand Junction, Saulsbury, Middleton, Pocahontas, Chewalla, and Corinth. Notice that Grand Junction just barely makes it across the border into Tennessee. All of the other five towns are clearly shown to be in Mississippi. In fact, only the "bookends", Grand Junction and Corinth, are correctly placed.

The bottom modern map, taken from the *Tripline* route mapping application, indicates the border between Mississippi and Tennessee as a dotted horizontal line splitting the map in an upper part (TN) and a lower part (MS). The towns are sequentially numbered, beginning with Grand Junction (31) and ending with Corinth (36). Clearly, the four middle towns, (31) through (35) are in Tennessee, not Mississippi.

One might suggest that perhaps a natural disaster or

man-made change might have led to the four towns relocating. When one tests this theory with Saulsbury and Chewalla, the outer members of the four towns, one finds that Saulsbury is today the least populated incorporated municipality in Tennessee. And, in fact, its current location is due to a man-made change, i.e., a railroad line being laid. However, Saulsbury was originally in Tennessee, only then it was one mile further south. One owner along the proposed rail line refused to sell, so the tracks were laid one mile further north, forcing Saulsbury to relocate. As to Chewalla, Tennessee, it got its start when the railroad was extended. Chewalla has stayed put ever since.

The lesson learned is that historians (amateur and professional alike) need to view source material with a degree of caution and skepticism. If something seems to be askew, try to find independent ways to verify not only the accuracy of the text, map, or historical object, but also its authenticity (*bona fides*) and factualness. This may slow down the creation of a route map, for example, but that is the cost of reporting history accurately.

Difficulties in Determining Davis's Route, Timetable, Stops/Speeches Along the Way

By Bob Graesser, Editor

This part two of a twelve part series on the critical role railroads played in affecting certain events during the Civil War was originally intended to mirror Abraham Lincoln's inaugural trip, especially since they both began on the exact same day, Feb. 11th, 1861.

Once I began my research, I realized a problem. My main source for Lincoln's journey was the book [Lincoln on the Verge: Thirteen Days to Washington](#) by Edward L. Widmer. Simon & Schuster, Apr. 7th, 2020. An entire book was spent on the many details associated with the 13 days of this trip. In addition, Brian Wooly in [Lincoln's Whistle-Stop Trip to Washington | History | Smithsonian Magazine](#), Feb. 9th, 2011 conveniently enumerated every stop on Lincoln's route, 94 of them. So, details I had.

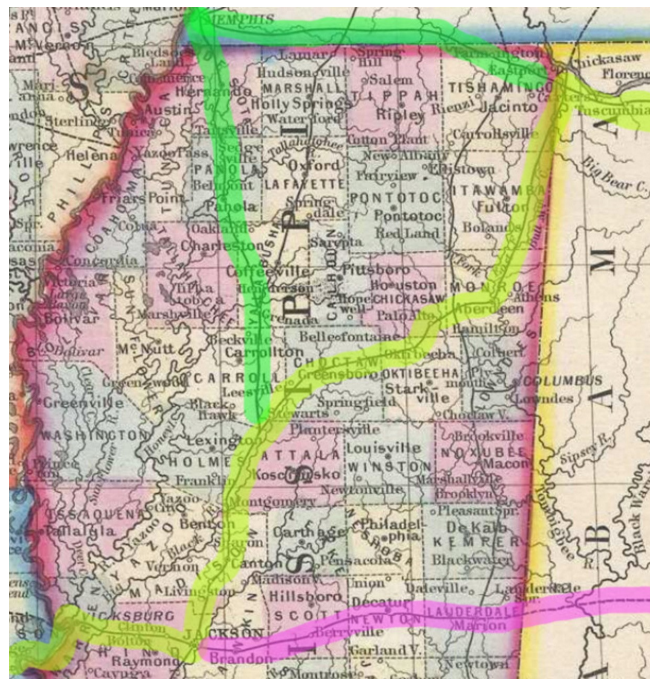
On the other hand, the two modern biographies I read on Davis (see p. 2) each covered his inaugural trip in only a few pages. Even Davis's memoir failed to provide much information. The facts are these: Davis started his journey by boat from his Mississippi plantation to Vicksburg, Mississippi on Feb. 11th, 1861. There he caught a special train to Jackson, arriving that same night. On Feb. 12th, he gave a brief speech in Jackson. On Feb. 14th, he left Jackson, although no specific time is recorded. From there, all we are told is that he traveled through Chattanooga, Tennessee, arrived in Atlanta, Georgia at 4:00 a.m. on Feb. 16th and pulled into Montgomery, Alabama at 10:00 p.m. that same night.

While Lincoln tended to spend each night off the train in a bed, according to Davis biographer William C. Davis, "Davis spoke so often that he simply slept in his homespun suit, yet he always seemed 'Fresh and eloquent' when he stepped off his car before the crowds." Thus, it appears that Davis spent the nights of Feb. 14th and 15th on board while his special train made forward progress.

There is another unknown about Davis's trip: his exact route. The problem is that there are two possible routes he could have taken to get out of Mississippi. One route would head north to Memphis and then east. The other route branched off to the northeast about halfway between Jackson and Memphis before turning east onto the same railroad line coming out of Memphis.

One would assume that Davis took the route that branched off to the northeast since it was much shorter than going through Memphis. To test that theory, I pulled up the digitized archive of the Memphis Appeal newspaper. The Memphis Appeal dates back to 1840, well before the Civil War. Then, in 1894, it became the Commercial Appeal via merger. (I subscribed to this newspaper in the 1970's and 1980's while twice living in Greenville, MS.) I scanned all issues of the Commercial Appeal for the six weeks beginning Feb. 1st, 1861. I found no mention of Davis coming through Memphis on his way to Montgomery, Alabama during that time period.

Finally, we know that Davis had 99 potential stops on his trip but gave only 25 speeches. Where is unknown.



This portion of Mitchel's 1861 map of Mississippi shows (in yellow) Davis's most likely route north. The longer route via Memphis is shown in green. The uncompleted 200 mile route east out of Jackson is shown in pink.

Davis reaches Atlanta at 4:00 a.m. on Feb. 16th. Later in the morning, Davis speaks to the crowd. He speaks about independence as the southern destiny. He says that he hopes for peace, but will accept war if necessary for independence. A reporter who is traveling with Davis characterizes the entire trip as "one continuous ovation."

Following his speech, Davis sets out on the final leg of his journey. At the rail junction of West Point, Georgia, a delegation from Montgomery is waiting to accompany him the rest of the way. Following some brief speeches, Davis and the dignitaries, accompanied by several companies of militia board a final train for the run to Montgomery. Davis speaks eloquently at two stops along the way. Then at 10:00 p.m. on Saturday, Feb. 16th, 1861, the train finally chugs its way into Montgomery.

Stepping from his train car, Davis is greeted by a large, excited crowd accompanied by salvos of artillery. An exhausted Davis makes a few remarks about his perception that the separation from the old Union is complete. He then heads to the Exchange Hotel and bed. But, due to continuous clamoring from the crowd, at 10:45 p.m., Davis steps onto the hotel balcony to underscore that the south is now one. He states that the "homogeneity" of the Confederacy will enable the new nation to prevail. He also emphasizes his devotion to the duties he is about to take on.

The next day, Sunday, Feb. 17th, he rests and spends the day working on his inaugural address. At his inauguration the next day, Davis first takes the oath of office. Then, due to the historical nature of the event, Davis reads his inaugural address *verbatim* instead of extemporaneously, as is his normal style. Afterward, responses to his address are almost universally positive.

(Continued on p. 8)

Jefferson Davis's Second Inaugural Address

by Bob Graesser, Editor

It is interesting to compare Davis's one day of effort into writing his inaugural address against that put forth by Lincoln who has been tweaking his inaugural speech since he is elected the previous Nov. Lincoln's inaugural address will have many quotable lines while Davis's will have nary a one. Perhaps this is because, as Winston Churchill said, "History is written by the victors."

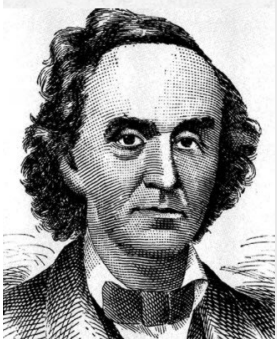
Of course, this is an unfair comparison since Davis has only an eight day interval from the time he learns of his election to the time he is inaugurated as provisional President of the CSA. The CSA holds an election in Nov. 1861 to formalize the permanent government, including the official post of President of the Confederacy.

On Feb. 22nd, 1862 in Richmond, not coincidentally Washington's birthday, Davis gives his second inaugural address, and provides a more equal comparison to Lincoln's first inaugural address. This is also the date that the permanent CSA Constitution goes into effect. But even with this greater lead time for preparation, his speech lacks quotable nuggets of wisdom and truth. However, one sentence in Davis's address stands out to modern eyes:

Our Confederacy has grown from six to thirteen States; and Maryland, already united to us by hallowed memories and material interests, will, I believe, when able to speak with unstified voice, connect her destiny with the South.

Davis appears to be stretching the facts in order to come up with a total of thirteen Confederate States, the symbolic same number as the original colonies which first formed the United States. Since history tells us that there are only eleven states which actually secede, where does Davis come up with the other two states?

Maryland is just wishful thinking on his part. Its pro-union government is never militarily challenged by a subset of its citizenry. Davis considers Missouri and Kentucky to be the other two seceded states. In fact, both states, during the Civil War, do have two competing governments, one with allegiance to the Confederacy and one with allegiance to the Union.



*Missouri Governor
Claiborne Jackson*

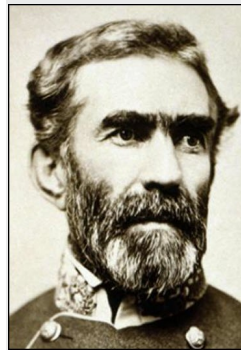
In the case of Missouri, the CSA recognizes the Missouri pro-secessionist contingent, led by Missouri's governor, Claiborne Jackson, and admits Missouri as the 12th Confederate state on Nov. 28th, 1861. Subsequently, pro-secessionists are named as Senators to the Confederate Congress.

However, the Missouri Confederate government is driven into exile from Missouri after Confederates lose permanent control of the state before the end of 1861 and Jackson dies a short time later of pneumonia and stomach cancer. The civil

war within the Civil War continues and when the Civil War ends, the successors to the provisional (Union) government continue to govern the state of Missouri.

In Kentucky, the pro-secessionists there form a provisional government which is recognized by the CSA, and Kentucky is admitted to the Confederacy on December 10th, 1861. Thus, Kentucky is the final state admitted to the Confederacy, and is represented by the 13th (central) star on the Confederate battle flag.

However, the Confederate government of Kentucky is a shadow government which never replaces the elected government in Frankfort, which has strong Union sympathies. Neither does it gain the whole support of Kentucky's citizens; its reach is limited by the extent of the Confederate battle lines in the state. Bowling Green is designated the Confederate capital of Kentucky but, due to the military situation in the state, the provisional government is exiled and travels with the Army of Tennessee for most of its existence.

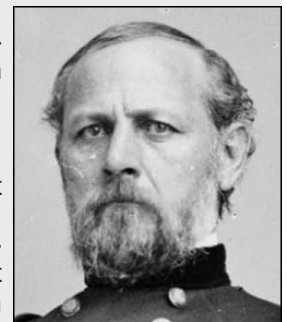


*Confederate General
Braxton Bragg*

For a short time in the autumn of 1862, the Confederate Army controls Frankfort. This is the only time a Union capital is captured by Confederate forces. During this occupation, General Braxton Bragg attempts to install the provisional government as the permanent authority in the state.

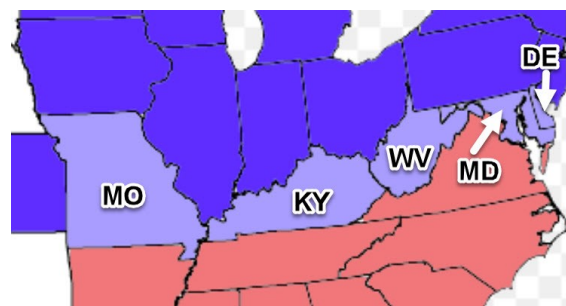
However, Union General Don Carlos Buell ambushes

the inauguration ceremony and drives the provisional government from the state for the final time. From this point forward, the Confederate provisional government of Kentucky exists primarily on paper and is dissolved at the end of the war.

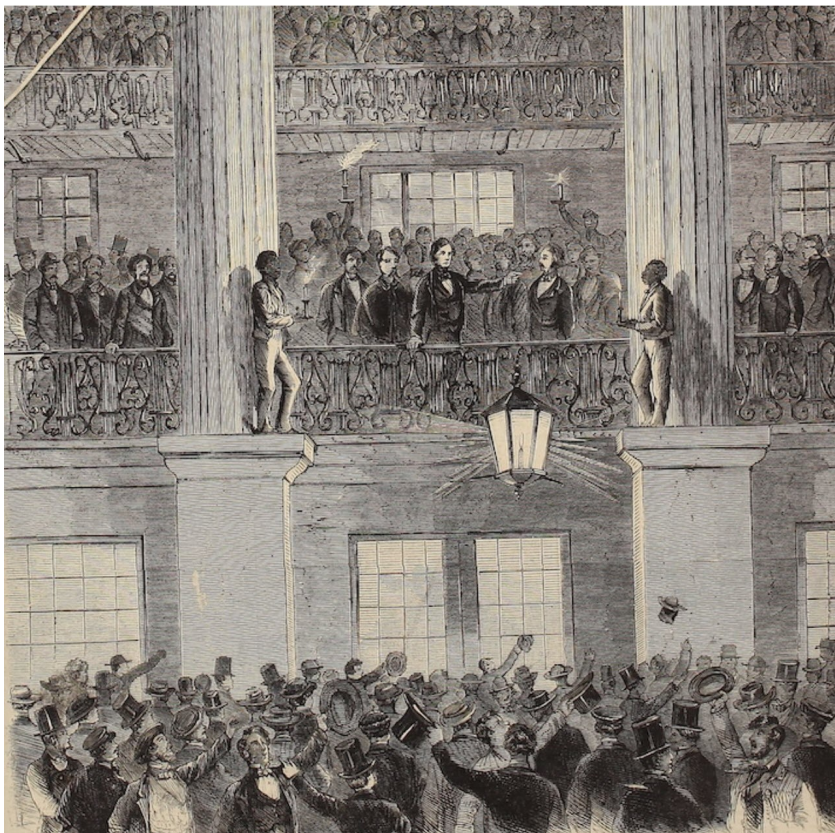


*Union General
Don Carlos Buell*

Border States During the Civil War



The border states during the Civil War, shown in light purple in a continuous unbroken line, were from left to right: Missouri (MO), Kentucky (KY), West Virginia (WV), as of June 20, 1863; Maryland (MD), and; Delaware (DE). One of Lincoln's greatest headaches but major accomplishments was keeping the border states from seceding.



Jefferson Davis Addressing an Enthusiastic Crowd from the Balcony of Montgomery, Alabama's Exchange Hotel late in the night of Feb. 16th, 1861, shortly after his 10:00 p.m. arrival in the city. Frank Leslie's Illustrated Newspaper of March 16th, 1861.

Davis makes the hotel his home until his family arrives at the end of Feb. They then move into a leased house only a block away from the building that houses the executive and cabinet offices.

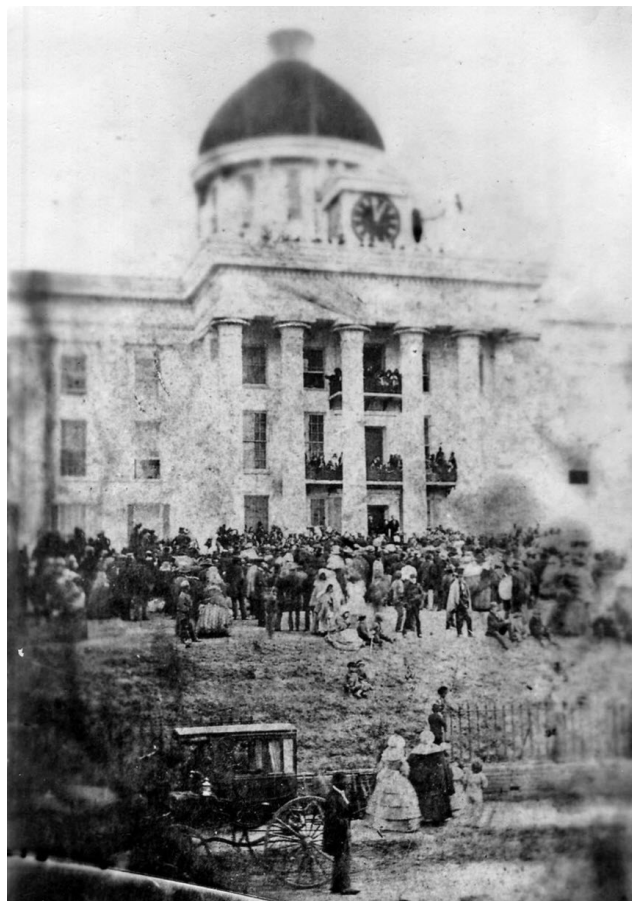
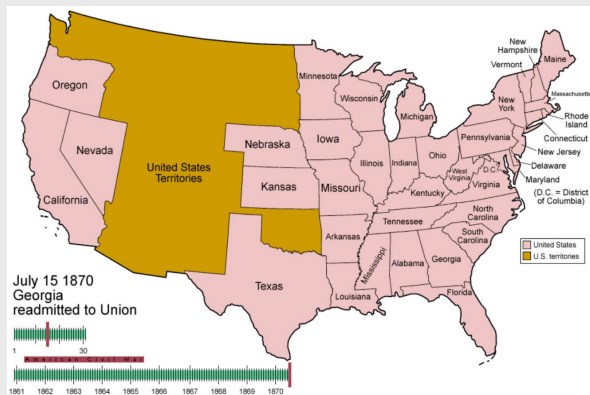
The firing on Fort Sumter on Apr. 12th is followed by Lincoln's call for 75,000 volunteers to put down the rebellion. This pushes the previously indecisive Virginia moderates over the edge. On May 7th, the Virginia's congress votes to secede from the Union. This resolution is ratified by the citizens of Virginia in a referendum on May 23rd, 1861.

Several days before the official referendum, Virginia invites the provisional Confederate government to relocate their capital to Richmond. Despite Richmond's location only 100 miles from the Federal capital, Richmond is the only large-scale industrial city controlled by the Confederacy during most of the Civil War. Since Richmond is the Confederacy's arsenal and its communication and logistics center, the provisional government in Montgomery immediately accept. The move, which includes Davis and his family, is made the last week of May 1861 and completes June 1st.

Animation of the Territorial Evolution of the CSA from First Secession to End of Reconstruction



Wikimedia Commons is a free media repository. One of its users (Golbez) created the map and timeline shown above, first through secession and then through reconstruction. To initiate the animation, press and hold the <CTRL> key while double-clicking on the map above. The map below shows the U.S. after the last state (GA) was readmitted to the Union following Reconstruction.



Photograph of the Inauguration of President Jefferson Davis of the Southern Confederacy at the State Capitol Building in Montgomery, Alabama, Feb. 18th, 1861.

How the Confederate Constitution Differed From the U.S. Constitution

By Bob Graesser, Editor

Feeling backed into a corner by the election of Abraham Lincoln in 1860 and their perceptions of his views on slavery, upon what were the sticking points of the U.S. Constitution for which the southerners were willing to secede from the Union, to spend their states' treasures, and to shed their blood?

The Constitution of the Confederate States of America differed from the Constitution of the United States of America in three main areas. Alphabetically, these were slavery, state's rights, and tariffs.

- The South was an agrarian society whose entire way of life was predicated on the use of slave labor to economically produce their agricultural products, mainly cotton.
- Prior to secession, the South's emphasis on state's rights was their best argument for maintaining slavery, whose protection was built into the U.S. Constitution. As the country expanded westward, each new state that came into the Union was just one more potential vote toward attaining the three-fourths majority required to guarantee ratification of a Constitutional amendment banning slavery.
- The South had always opposed tariffs. This is because the greatest share of its economy was based on foreign trade (mainly cotton), and higher tariffs made imported goods more expensive for Southerners. The North had always favored tariffs because tariffs were used for internal improvements (roads, canals, bridges, etc.) The North needed internal improvements to move their manufactured goods from one section of the country to another because their trade was mostly domestic.

The tariff revenue didn't help the South, which needed no internal improvements because their main product was cotton which had a huge market overseas. The South had rivers, coastal ports, and, to a lesser extent, railroads to assist in moving their cotton to market. As to railroads, the South had the third largest network in the world at 9,000 miles. The North was first at 21,000 miles. This was followed by Britain at 10,000 miles.

The Confederate Constitutional Convention

Delegates and deputies from the seven southern states which had already seceded, i.e., Alabama, Florida, Georgia, Louisiana, Mississippi, South Carolina, and Texas convened in Montgomery, Alabama on Feb. 4th, 1861 to create a new nation. In order to lend legitimacy to their cause in the eyes of the world, they had three main orders of business:

- to create a Constitution;
- to create positions within three branches of government (executive, legislative, and judicial), and;
- to elect and confirm officers to fill these positions.

Once assembled, it took the framers only four days to draft a provisional Constitution! How was this even possible? In comparison, it took the U.S. founding fathers from May 25 to September 17, 1787, a total of 115 days, to write the U.S. Constitution.

Other than the three areas of disagreement already discussed, the south had no quarrel with the rest of the U.S. Constitution, its Bill of Rights, or its amendments. Starting with that as their template, they simply replaced, added to, or amended those relatively few aspects of the Constitution they opposed. The differences were as follows:

State's Rights

- in lieu of the phrase "We the People of the United States, in Order to form a more perfect Union...", substituted the phrase "We, the people of the Confederate States, each State acting in its sovereign and independent character..."
- in another spot in the document, in lieu of the phrase "a more perfect union", substituted the phrase "a permanent federal government".
- focused on the sovereignty of states over a central government.
- limited federal power in many respects.
- spelled out different guarantees of state's rights.
- gave each state the ability to impeach federal officials, collect more taxes, and make treaties with each other under certain circumstances.
- gave each state the power to create lines of credit.
- gave the congressional delegates the power to make themselves into the Electoral College for future elections in the government.
- limited the president to a single six-year term in office in a person's lifetime in order to minimize the distraction of running for re-election and to mitigate the effects of being a "lame duck".
- imposed no term limits on the vice president.
- gave the president the power of the line-item veto in budget matters.
- left the rules for senators and representatives virtually unchanged from those given in the USA Constitution.
- incorporated most of the USA Constitution's Bill of Rights directly into the CSA Constitution.
- incorporated the first twelve amendments to the USA Constitution directly into the CSA Constitution.
- established a bicameral Congress virtually identical to that of the USA but reserved the role of proposing amendments to the states instead of to the Confederate Congress.
- gave Cabinet members the right to answer questions on the floor of Congress.
- established a Supreme Court system very similar to the one used by the USA. However, this was never actually formed during the Civil War because of the Confederate government's instability.

Confederate Constitution Differences (continued)

Slavery

- used the word “slaves,” unlike the U.S. Constitution.
- stated specifically that whites were superior to blacks.
- accounted for slaves as three-fifths of a state’s population (as did the U.S. Constitution at the time).
- protected slavery as an institution, including the liberty to own, buy, sell, and transport slaves.
- stated that no law could deny owner’s right of property in ‘negro slaves’, i.e., the Confederate Congress and the territorial government now recognized and protected slavery.
- banned any Confederate state from making slavery illegal.
- ensured that slave owners could travel between Confederate states with their slaves.
- required that any new territory acquired by the nation allow slavery.
- although protecting domestic slavery, prohibited the importation of slaves from any foreign countries that were not territories of the United States.

Tariffs

- included radical changes to those sections of the U.S. Constitution which dealt with tariffs in order to protect a state’s profits and freedoms.

Current Status of the Coronavirus Pandemic

As of 05-01-2021, there was a U.S. total of 32,382,541 reported cases and 576,616 reported deaths. As of 06-03-2021, one month later, these figures have increased to 33,323,356 cases (an increase of 2.9% vs. 6.3% in April, a remarkable rate decrease of 54%) and 596,359 U.S. deaths (an increase of 3.4% vs. 4.4% in April, an encouraging rate decrease of 23%).

These large improvements appear to be due to continued social distancing, mask wearing, and the fact that 40% of the U.S. population (age 16+) have been fully vaccinated. This is an increase of 10 percentage points over April. In addition, 50% of the U.S. population (age 16+) have received at least one vaccine dose. This is an increase of 6.4 percentage points over April. It remains to be seen what effect all the travel over the Memorial Day three-day weekend will have on the June figures.

Compared to the current world-wide reported totals of 171,917,046 cases and 3,581,030 deaths, the U.S. has 19.4% of all reported cases, a drop of 2 percentage points from April, and 16.7% of all reported deaths, a drop of 1.5 percentage points from April.

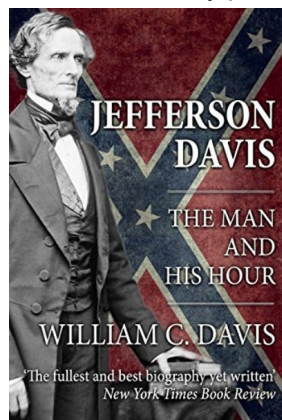
The U.S. death rate stands at 1.8% of U.S. cases, unchanged from April. This is significantly better than the global death rate which stands at 2.1% of global cases, also unchanged from April.

Please continue to follow medical and governmental guidelines of social distancing, washing hands frequently, wearing a mask, and getting vaccinated, as all groups age 12 and over are now eligible to receive the vaccines.

Jefferson Davis: The Man and His Hour

by William C. Davis

William C. Davis’s book, [Jefferson Davis: The Man and His Hour](#), was my primary source in writing Part 2 of my



series [Twelve Notable Instances of Rail Transportation During the Civil War](#). This book is available on Amazon.com in four formats: hardcopy, paperback, Audible Audiobook (unabridged), and Kindle eBook. Published by HarperCollins; 1st edition (Oct. 1st, 1991).

ISBN-10: 0060167068;
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Book Jacket Blurb:

“The fullest and best biography yet written, a work that will remain a standard authoritative account of the life of the Confederate President.” — David Herbert Donald, *New York Times Book Review*

Editorial Review From Publishers Weekly:

This portrait puts the emphasis on Davis's private warmth, public coolness, personal insecurity and indecisiveness during the Civil War. Relying mostly on contemporary sources, the author explores how Davis's attitudes and values were developed at West Point and during his Mexican War service and how they were put to the test in his years as U.S. senator, as secretary of war under Franklin Pierce and as president of the Southern Confederacy.

The author defends Davis (1808-1889) against the charge that he interfered with his generals, partly by showing how well he and Robert E. Lee worked together. The book also makes clear that Davis lacked managerial skill, was inflexible, could not admit making a mistake and had great difficulty delegating authority. Nevertheless, as the author points out, Davis built the systems that kept the Confederacy afloat from his inauguration in 1862 until he was captured by Union troops in 1865. This is a pragmatic but sympathetic biography that explains why Davis was respected but never loved by the citizens of the Confederate states. Illustrated.

The Author:

William C. Davis, no relation to Jefferson Davis, is an American historian and former Professor of History who specializes in the Civil War and Southern States. A prolific writer, he has written or edited more than forty works on the subject and is a four-time winner of the Jefferson Davis Award.

Visit Amazon’s William C. Davis page at the following: [Amazon.com: William C. Davis: Books, Biography, Blog](#),

News of the RCWRT



Upcoming 2021 RCWRT Meetings

Due to the ongoing Covid-19 pandemic, RCWRT meetings will be held remotely via Zoom software until August 2021.

Date	Speaker	Topic
Jun. 14 th , 2021	Wade Sokolosky, U.S. Army Col. (retired)	Success and Failure in the Saddle: Confederate and Union Cavalry Operations during the 1865 Carolinas Campaign
Jul. 12 th , 2021	Jeff Hunt, M.A.	Meade and Lee After Gettysburg: The Forgotten Final Stage of the Gettysburg Campaign from Falling Waters to Culpeper Court House, July 14–31, 1863
Aug. 9 th , 2021	Charlie Knight, M.A.	TBD (meet in person)
Sep.-Dec., 2021	TBD	TBD (meet in person)

Did You Know?

- For the first and only time that a state failed to allow a popular vote in a U.S. presidential election, SC did so in the Nov. 6th, 1860 election. Instead, its legislature picked the 7 electors. Forty-four days later, at a State Secession Convention, SC became the first state to secede from the Union. The vote was 169 to zero in favor of secession.
- Before Feb. 4th, 1861, six additional deep south states had also held State Secession Conventions and had each voted to secede. Results are shown in the table to the right.
- Secession deputies from the first seven seceded states (SC, MS, FL, AL, GA, LA, and TX), as selected by their legislatures, met in Montgomery, AL on Feb. 4th, 1861 and produced a provisional Constitution in four days.
- Of the 7, only TX had followed up with a popular vote referendum, coming 15 days after the CSA was established.
- As the table indicates in red, exactly 696 men (the total of 862 in favor of secession minus the 166 TX votes which were backed up by a popular vote) determined on their own the fate of the South. These politicians were white men who were mostly land owners, slave owners, and/or prominent citizens such as lawyers and doctors, all of which had a vested interest in preserving the South's "peculiar institution".
- If one calculates that a vote for secession is as important as a ratification vote to amend the Constitution (75% YES required), one finds that the group results of the State Secession Conventions Vote failed. If the 7 original seceded states are weighted according to their U.S. presidential election electoral votes, AL represents 23.3% and Georgia represents 14.0% of the group decision to secede. Since both of their Secession Convention Votes were less than 75% YES, only 62.7 % of the group decision to secede were 75% YES or higher (100% - 37.3%) as shown in red in the table.



The Knapsack

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Readers are encouraged to submit photos, events, & articles for publication to Bob Graesser, Editor (RaleighCWRT@yahoo.com; 919-244-9041)

RCWRT Board of Directors (2020-22)

Name	Position
Josie Walker	President / Program Committee
Ted Kunstling	Past President
Johnny Wood	Vice President / Program Committee
Griff Bartlett	Secretary / Treasurer
Pattie Smith	Program Committee
Bob Graesser	Knapsack Editor / Webmaster
Wayne Shore	Member
Lloyd Townsend	Member

Paying Memberships / Total Members: 124 / 156

New Members Onboarded During April: None

State Secession Convention Voting Results

Original 7 Member	State Secession Convention Vote			Popular Referendum	Electoral Votes	Pct. Of Total	Less Than Amend. Rat.
	For	Against	Pct. For				
SC	169	0	100.0%	No	7	16.3	
MS	83	15	84.7%	No	3	7.0	
FL	62	7	89.9%	No	9	20.9	
AL	61	39	61.0%	No	10	23.3	37.3
GA	208	89	70.0%	No	6	14.0	
LA	113	17	86.9%	No	4	9.3	
TX	166	8	95.4%	Yes	4	9.3	
TOTAL:	862	175	83.1%		43		
Responsible for Confederacy	696						

The Raleigh Civil War Round Table was formed on March 12, 2001 and is a 501(c)(3) "tax exempt organization."

We meet on the second Monday of each month. Due to the ongoing Covid-19 pandemic, we have been meeting via Zoom, starting at 7:00 p.m. **Beginning in our Aug. 2021 meeting, we will once again be meeting in person at the History Museum, starting at 6:30 p.m. to allow 30 min. for mingling.**

Annual membership dues are \$30 (individual and family) and \$10 for teachers. Student membership is free. Half-year memberships are available March through May for \$20. Dues should be submitted to Griff Bartlett, Treasurer, 908 Kinsdale Drive, Raleigh, NC 27615-1117 by **Sept. 15th** each year.

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