



MINIÉ BALL GAZETTE

The Official Newsletter of the Lowcountry Civil War Round Table, Inc.

PRESIDENT'S MESSAGE - March 25, 2016

Dear Civil War Enthusiasts,

I think that the Program Committee has done a wonderful job. John Kemp has worked diligently to bring us the best programs, most economically. The balance of the season proves my point: the speakers in April and May are local (keeps our costs down); the subjects are local enough that we can provide tours to the actual sites, and they are a fascinating look into local aspects of the Civil War. Recently, I had some members suggest that adding some impersonators to our schedule would make the programs more dynamic and fascinating. That's an excellent idea!

Here are some realities. We pay the High School \$265 for each meeting. (The High School discounts their charges to us. Other groups are paying more for the same space.) Each speaker is awarded an honorarium of \$250 to donate to a Civil War related charity of their choice. We have to pay for the speaker's expenses. Thus, a typical program costs the Club approximately \$1,000 to \$1,450. Over the recent past, we have paid as much as \$3,000 to have a speaker. By the way, I will provide a complete accounting of our finances at our May election meeting.

One can see how the costs can escalate. Why am I discussing costs? For several years, we have not raised our dues. And, we have no intention of doing so in the foreseeable future. All of this leads to a few conclusions; the Executive Committee has done an outstanding job of managing your funds. And, frankly, you have a bunch of penny pinchers on the Committee. Our big three: Bud, Jack, and Ed have helped by keeping their costs to a minimum. Our Program Committee has found creative new ways to keep our costs down. Our fund-raising has been successful for our scholarship program. But, in the future, to bring in those top speakers we will need your help. Begin thinking now about our "Friends ask Friends" program. Target some friends and ask them to join you for our September meeting. Keep the club exciting and vibrant by bringing in new people. Increase our revenues so that we can continue to bring you the best programs.

A recent anonymous donor made a substantial donation to our scholarship fund. We are well prepared for the upcoming \$1,000 scholarship that we are awarding. We thank those folks for their generosity and obvious caring for our club and the future of our society. We are expecting applications from twenty-one schools this year. Dale Conrad, Charles Glassick, Caroline Kennedy, Joe Roney, and are running the Keller Scholarship selection process. They have several other members assisting.

Finally, as I do each month, I would like you to consider donating a small part of your time to our club. We need you! John Heywood, an English dramatist, said, "Many hands make light work."

Regards, Robert Waite
President, LCWRT, Inc.

Vaughnette Goode-Walker

Vaughnette Goode-Walker, a Savannah native, is the author of the poetry collection entitled *Going Home* (under the name “Sista V”) and coauthors along with Barry Sheehy, and Cindy Wallace to the *Savannah Immortal City - Civil War Savannah* (a four-part series).

Goode-Walker is currently Director of Cultural Diversity and Access at the Telfair Museums in Savannah. She has worked for twenty-five years as a network and cable television news writer, and now works in historic preservation. She serves on some important boards, including the History Savannah Foundation and the Friends of Massie Heritage Center. She is also the chair of the Chatham County Historic Preservation Commission and active on the board of the Savannah Book Festival and the Early College Board.

Goode-Walker is known for her compelling story of the Old Slave Mart and her Urban Slavery Tour in Savannah. She shows the slave mart where slaves were sold, and where slaves they sold their wares. She tells about the history and literary life of the community and unveils the ride through America’s bloodiest war

A graduate of St. Vincent’s Academy, she taught history there from 1997 to 2002. With her intimate knowledge of the city, she opened unknown doors and donated hundreds of hours of careful guidance that helped ensure the factual accuracy of the historical series.

Note: Savannah’s Historic District is listed on the National Registry of Historic Places and has been nominated by UNESCO as a World Heritage Site.

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The 2016 Lecture Series

May 11 - 6:45 p.m.

John White; Park Ranger Rivers' Bridge Historic Site; *The Battle of Rivers' Bridge*

(Tour to Rivers Bridge Battlefield on May 12th. See *This 'n That* for information.)

July 13 - 6:45 p.m. - Ralph Peters, novelist, essayist, former career soldier who frequently appears as a commentator on TV and radio - 1864: Our Civil War’s Savage Year

NOTE: There is a \$10 Guest/Nonmember fee for any individual lecture. Students and teachers with ID are free.

The Battle of Rivers' Bridge

During the Campaign of the Carolina’s (Dec. — Mar., 1865), Maj. Gen. William T. Sherman’s Union armies

marched north across South Carolina. The winter of 1865 was especially cold — one of the coldest ever on record — and wet — It rained, sleeted, or snowed practically the entire months of Jan. and Feb. Charleston even had 2 inches of snow which stayed on the ground for over a week. The rain and snow, coupled with the Lowcountry swamps made it a “very cold day in hell” for Sherman’s troops. Men climbed trees to sleep or stood knee deep in freezing water all night. Many of the men were found dead from the cold in the mornings.

On Feb. 2-3, 1865, the 50th Regiment, North Carolina Infantry with 1,200 Confederate forces held the crossings of the Salkehatchie Rive, under the command of Maj. Gen. Lafayette McLaws against the advance of the right wing of Sherman’s Army

Federal soldiers (5,200 strong) began building bridges across the swamp to bypass the road block. In the meantime, Union columns worked to get on the Confederates’ flank and rear. The next day two brigades under Maj. Gen. Francis P. Blair waded through the swamp and flanked the Confederates. On Feb. 3rd, two Union brigades waded the swamp downstream and assaulted McLaw’s right. McLaws retreated toward Branchville after stalling Sherman’s advance for only one day.” (By March 9, 1865, his troops had passed out of the state into North Carolina — leaving behind a path of destruction 100 miles wide and extending the entire length of the state.)

The battle was a Union victory under Maj. Gen, Francis Preston Blair, Jr. There were 92 Union casualties with 170 Rebel casualties. (The Battle was also known by other names: Battle of Duck Creek, Hickory Hill, Lawtonville, Owens’ Crossroads and the Battle of Salkehatchie River.)

“Again at the hospital I see the horrid results of every battle. Men mutilated in every shape conceivable groaning, begging for assistance and gasping in death. Many of our wounded will have to lie all night in that horrid swamp, it being impossible to find them and carry them out on the narrow foot bridge that has been made. Many have had their heads propped up out of the water where they lay to keep them from drowning.” —

Lt. Col. Oscar L. Jackson, 63rd Regiment O.V.I. from New Castle, Pa.

Gen. Robert E. Lee toured the South in April 1870 a few months before his death. He visited Savannah and stayed at the Sorrel-Weed House. Lee had his photograph taken with Gen Joseph E. Johnston, whom he had not seen since the war. Johnston was then living in Savannah earning a living in the insurance business. At the time, Lee served as president of Washington College in Lexington, Virginia.

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Civil War Timeline - April 1862

- April 4 From Fort Monroe federal troops begin movement toward Richmond, Virginia
(Fort Monroe is located in Hampton Roads, on the Peninsula overlooking the Chesapeake Bay.) After the war, in May 1865 - Confederate president Jefferson Davis was indicted for treason and imprisoned at Fort Monroe.
- Peninsula Campaign: Seven Days’ Battles
 A major Union offensive against the Confederate capital of Richmond led by Maj. Gen. George B. McClellan. Confederate’s - Gen. Joseph Johnston and Gen. Robert E. Lee
- April 5 Siege of Yorktown (Battle of Yorktown) - part of the Peninsula Campaign

George McClellan invests Yorktown until Joe Johnston complete a withdrawal on May 4. Union Maj. Ge. George B. McClellan's Army of the Potomac encountered Maj. Gen. John B. Magruder's small Confederates force at Yorktown. (The battle took place near the site of the 1781 Siege of Yorktown, the final battle of the American Revolutionary War in the east.)

- il 6 Battle of Pittsburgh Landing (Battle of Shiloh) - (Union victory) Tennessee. Union Gen. U.S. Grant and Don Carols Buel with the Army of the Tennessee and the Army of the Ohio. The Confederate Army of the Mississippi was commanded by Gen. Albert Sidney Johnston who was killed on Sunday, April 6, 1862 - the first day of the battle. He was the highest ranking American killed in the Civil War.
- April 7 Battle of Shiloh (Confederate) - Ulysses S. Grant(U.S.) Defeats Albert S. Johnston (C.S.) Southwest Tennessee. P.G.T. Beauregard assumed command following Johnston's death.
- Island No. 10, in the Mississippi River downstream from New Madrid, is captured. More than 5,000 Confederates are taken prisoner.
- April 8 Following a disastrous second day at Pittsburgh Landing, Confederates withdraw to Corinth, Mississippi
- Battle of Shiloh - Union Victory! Both sides suffered heavy losses, with more than 23,000 total casualties, and the level of violence shocked North and South alike.
- April 10-11 Battle of Fort Pulaski - Brig. Gen Thomas W. Sherman ordered Capt. Quincy A. Gillmore, to take charge of the force and begin the bombardment and capture of the fort. Col. Charles Hart Olmstead (Confederate) refused to surrender the fort. Eventually, Olmstead surrendered after 2:00 p.m. on April 11.
- April 11 Maj. Gen. Henry W. Halleck assumes personal command of the Union forces at Pittsburgh landing - the Army of the Tennessee and the Army of the Ohio.
- April 12 Combining the Confederate Army of the Potomac with John Magruder's Army of the Peninsula and a large garrison at Norfolk, Confederate President Jefferson Davis created the Army of Northern Virginia.
- April 14 Federal fleet under Commodore David Farragut appears at the mouth of the Mississippi River.
- April 15 Union naval forces enter the mouth of the Mississippi and sail up the river to Fort Jackson.
- Battle of New Orleans
- April 16 President Lincoln signs legislation freeing the estimated 3,500 slaves in Washington, D.C.
- The Battle of Dam No. 1 - (Aka the Battle of Burnt Chimneys and Lee's Mill.) Lee's Mill, Va. Dam No. 1 was the midpoint between two prewar tide mills at Lee's Mill and Wynne's

mill near Richmond, Virginia. Confederate Maj. Gen. John B. Magruder made the Warwick River into a defensive barrier.

Attempting to break the Yorktown Line, forces under Gen. Winfield Scott Hancock (Union.) Engage Gen. John Bankhead Magruder (C.S.). Two columns set out on the dirt roads of the Lower Peninsula formed by the York River and the James, less than 80 miles southeast of the Confederate capital of Richmond.

Confederate Congress passes a conscription law

April 18 Federal fleet begins a five-day bombardment of Fort Jackson and Fort St. Philip.

Battle of New Orleans

April 19 The Joint Committee on Flag and Seal backs the flag proposed earlier by Barnwell Rhett. The Confederate House eventually tables the design.

April 24 Early in the morning Commodore Farragut ships begin sailing up the Mississippi River past Fort. Jackson and Fort St. Phillip. After half the fleet sails past the fort the Confederates discover the movement and open fire. All major federal ships make it pass the forts.

April 25 After a duel with Confederate ships at English Turn, Commodore Farragut's fleet weighs anchor at New Orleans and demands the surrender of the largest city and most important port in the South. By the time Farragut arrives the city was partially on fire.

George Thomas promoted to major general.

Gen. John C. Parke (U.S.) Bombards Fort Macon, near Beaufort, following a month-long siege of the fort. Col. Moses White had no choice but to surrender

April 28 City of New Orleans surrenders.

April 29 Battle of Bridgeport (Alabama)

Under the command of Henry Halleck, the Army of the Tennessee begins to advance on Corinth, Mississippi

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The General Locomotive and the Great Locomotive Chase

An espionage mission on the track between Marietta, Georgia and Chattanooga, Tennessee

By Caroline W. Kennedy

James. J. Andrews from Virginia, a Union spy, was asked to lead an espionage mission with a band of

23 Union soldiers during the Civil War into the South from Shelbyville, Tennessee. Their goal, to seize a train and destroy railroad equipment and track between Marietta, Georgia and Chattanooga, Tenn. Andrews had instructed the Ohio soldiers from Kentucky General Ormsby MacKnight Mitchel's Third Division to travel in groups of two or three to Marietta. There, they were to await further orders. (Mitchel was a chief engineer of the Ohio and Mississippi railroad at the start of the Civil War. Due to his railroad knowledge, he was in charge of the raids on the Confederate rail lines and ordered the Andrews Raids.)

Confederates at Jasper, Tenn. stopped Samuel Llewellyn from Pennsylvania, and James O. W. Smith, from Virginia, who was a machinist with the Columbus & Indiana Central Railway. The two men claimed to be Kentuckians, on their way to join a Southern regiment. To avoid suspicion, they joined a nearby Rebel company and began planning an escape. (This was their instructions if things went wrong.) These men fought with the Confederates until receiving fire from a Union company across the river at Bridgeport, Alabama. Llewellyn escaped to the Union side putting Smith under suspicion. The Confederates retreated to Chattanooga and threw Smith into little Swims Jail, joining other Andrews Raiders, captured after their ill-fated theft of the *General*.

The fact that Andrews was a civilian was cause for much dissension in the ranks of these soldiers who did not operate using stealth tactics. One of them, Jeff York, was undisciplined to the point of mutiny. However, things did not go as planned when William Allen Fuller, the conductor of the train that they stole realized their scheme and did everything he could to stop them. Fuller was courageous, cunning, and resourceful and every bit a match for Andrews and his tricks.

The *General*, a 57-ton locomotive ran the rails of the Western & Atlantic Railroad (W&A) that ran from Atlanta to Chattanooga in the early morning of April 8, 1862, the train's engineer Jefferson E. Cain manned the *General's* throttle, slowly pushing it forward until the wheels of the train bit the iron rails. In the cars of this combined freight-passenger train conductor, Fuller was checking his passengers, and recognized Anthony Murphy — an Irish foreman of Machinery and Motive Power for the Western & Atlantic Railroad. Murphy was on his way to the yard at Allatoona Pass to pick up a part. (Later, he was one of the first to alert Confederate authorities of the theft upset it was his train. He then united with the many Confederate soldiers and railway workers who pursued the *General*.)

A spring shower began peppering the windows at 4:15 a.m., so the train crossed the Chattahoochee River at Bolton, passing through Vinings. The *General* arrived in Marietta about 5:00 a.m. At the wooden depot, there were 20 men, most out of uniform Union soldiers. They boarded the train after purchasing tickets in small groups leaving two men behind. Their secret journey south had been to enlist with a unit from Fleming County, Kentucky, or so they said. Leading these Northern spies was James Andrews, a mysterious Kentuckian, who had made a name for himself by smuggling quinine through the Union lines for Confederate soldiers and citizens. Also, with him were three experienced engineers, William Knight, Wilson Brown and John Wilson.

The raid began on April 12 when the *General* stopped at Big Shanty (now Kennesaw) as the crew and passengers were breakfasting at the two-story frame Lacy Hotel. They chose to capture the train there because it had no telegraph office. Because railway dining cars were not in use, railroad timetables included meals, water and rest stops. Also, the locomotives needed time to replenish fuel and water. When the Yankees steamed out of Big Shanty, they left behind startled passengers, crew members, and onlookers, which included many Confederate soldiers from Camp McDonald, opposite

the Lacy Hotel on the other side of the tracks. Andrews and his raiders hijacked the *General* and the train's first car. They planned to take the train north toward Chattanooga, stopping to damage or destroy track, bridges, telegraph wires, and track switchers behind them to prevent the Confederates from being able to move troops and supplies from Atlanta to Chattanooga. Andrews' told the station masters he encountered that his train was a special northbound ammunition movement ordered by Gen. Beauregard in support of his operations against the Union forces threatening Chattanooga. Since the Union men had cut the telegraph wires to the south, the Confederates could not send warnings ahead to the forces and station masters along the railway. However, it had no impact upon the train dispatchers and station masters north of him, whose telegraphs to Chattanooga were still working.

Conductor, Fuller, and two other men chased the stolen train, first on foot, then by handcar. The locomotive averaged 15 mph with short bursts of an average speed of 20 mph. The terrain north of Atlanta is very hilly, and the grades steep. Andrews planned to stop occasionally to perform acts of sabotage. A determined pursuer, even on foot, could conceivably have caught up with the train before it reached Chattanooga.

Destroying the railway was a slow process, so the raiders never got far ahead of Fuller. The raiders were too few and were poorly equipped with the proper track tools, demolition equipment and explosives to close the line in an effective manner. Also, the raiders had stolen a regularly scheduled train on its route and had to keep to that train's timetable. If they reached a siding ahead of schedule, they had to wait until expected southbound trains passed. Railway officials in Chattanooga had time to evacuate engines and rolling stock to the South, hauling critical railroad supplies away from the Union threat to prevent them from being captured or trapped inside Chattanooga during a Union siege of the city.

In the footrace north, Fuller spotted the locomotive *Yonah* at Etowah and commandeered it, chasing the raiders north all the way to Kingston. Then, he switched to the locomotive *William R. Smith* and continued toward Adairsville. Since the tracks were destroyed two miles south of Adairsville, Fuller continued the pursuit on foot. Beyond the damaged section, he took command of the southbound locomotive *Texas* at Adairsville along with its engineer Peter James Bracken, running it backwards, tender-first, northward. The two trains steamed through Dalton and Tunnel Hill. The raiders continued to sever the telegraph wires but were unable to burn bridges or damage Tunnel Hill because the wood was rain-soaked. Finally, two miles north of Ringgold, Ga., just 18 miles from Chattanooga, the locomotive ran out of fuel. The raiders' journey came to an end after 87 miles. Andrews' men abandoned the *General* and fled into the woods.

The raiders never got far ahead of Fuller because destroying the railway was a slow process. The Yankees were too few and poorly equipped with the proper track tools, demolition equipment, and explosives to successfully close the line. Also, the raiders had stolen a regularly scheduled train on its route and had to keep to that train's timetable. If they reached a siding ahead of schedule, they had to wait until scheduled southbound trains passed. Railway officials in Chattanooga had time to evacuate engines and rolling stock to the south, hauling critical railroad supplies away from the Union threat to prevent them from being captured or trapped inside Chattanooga during a Union siege of the city.

Within two weeks, Andrews and all of his men were caught by the Confederates, including the two who had missed the hijacking. They charged all the raiders with "acts of unlawful belligerency"; the civilians were charged as unlawful combatants, and spies with the military prisoners tried in

military courts or court-martialed. Andrew was found guilty and executed by hanging on June 7 in Atlanta, followed by seven others convicted as spies on June 18. Their bodies were buried unceremoniously in an unmarked grave. Later they were reburied in Chattanooga National Cemetery. Worried about being executed, eight succeeded in escaping. They traveled for hundreds of miles in pairs, and all made it back to behind Union lines, including two who were aided by slaves and Union sympathizers and two who floated down the Chattahoochee River until rescued by the crew of the Union blockade vessel *USS Somerset*. The remaining six were held as prisoners of war and exchanged for Confederate prisoners on March 17, 1863. Several of the raiders received the first Medals of Honor! (The Ohio Monument dedicated to “Andrews’ Raiders” is located at the Chattanooga National Cemetery. There is a scale model of the *General* on top of the monument, and a brief history of the Great Locomotive Chase.)

Did you know? The pursuit of Andrews’ Raiders was featured in the Buster Keaton action-adventure-comedy *The General* in 1926. Critics consider the film one of the greatest films ever made. Robert W. Smith wrote a piece for concert bands named for the incident. The Great Locomotive Chase Festival, held annually in Adairsville, Ga., commemorates the event. The *General* is now in the Southern Museum of Civil War & Locomotive History in Kennesaw, Ga., while the *Texas*, a principal in the Great Locomotive Chase, is on display at the Atlanta Cyclorama.

Check out Amazon Prime for the DVD of *The Great Locomotive Chase* (1956) starring Fess Parker as James J. Andrews, Jeffery Hunter as William A. Fuller. The movie is a true-life spy story of ultimate suspense, high speed, and inconceivable bravery!

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LOWCOUNTRY CIVIL WAR ROUNDTABLE TRIP TO GETTYSBURG, AND ANTIETAM AND LEXINGTON

October 17-20, 2016 (4 days/3 nights)

Includes: Transportation via a luxury motor coach, three nights accommodation, three meals, bus driver gratuity, snacks on bus, entrance fees, and guided tours of Gettysburg and Antietam

Cost: LCWRT Member (double occupancy) - \$465 per person; Non-member - \$515 (includes LCWRT Membership for 2016-2017) Single occupancy rate: Member - \$699, Non-member - \$740.

Limited space is available. First come first served. Full payment reserves space. Minimum deposit of \$300.00 per person due with registration. Cancellation possible with a full refund of deposit until Feb. 15, 2016. After this date, you may sell your space, but no refunds will be possible for any reason. Trip insurance available through AAA in Bluffton or American Express.

Trip details will be provided at a later date along with hotel contact numbers, itinerary, recommended sites to visit on own time, etc . . .but, for now, highlights are as follows:

Day One - Lowcountry to Gettysburg: B transit to and arrival for two-night stay at Gettysburg Hotel (exact time TBD); dinner at historic antebellum Gettysburg Inn; special presentation by a local historian.

Day Two - Gettysburg: Breakfast on own; tour Gettysburg battlefield covering events of July 1 and 2, 1863, with box lunch provided; visit Gettysburg Visitor Center and Cyclorama; dinner and evening on own; overnight at the hotel.

Day Three - Gettysburg/Antietam/Lexington: Early breakfast on own; tour of battlefield covering events of July 3, 1863; free time (lunch on own) will follow (approximately 10 a.m. through 2 p.m.). Optional activities will include: return to Visitor Center, Seminary Ridge Museum, shop for memorabilia in town, or participate in walking guided tour of Pickett's Charge.

Depart Gettysburg for Lexington via a **driving tour of Antietam battlefield**; dinner and evening on own in Lexington with lodging in historic central district of town.

Day Four - Lexington and Transit to Lowcountry: Breakfast at the hotel in Lexington; morning on own for optional activities including: Lee Chapel and Museum, Stonewall Jackson home and/or tomb in the cemetery named for him, and the Marshall Museum; lunch on own. Depart Lexington for return trip to Lowcountry.

Lodging all nights will be in the historic central Gettysburg and Lexington, within walking distance, or short rides, of main historic sites and attractions. Many dining options are available for breakfasts, lunch, and dinners on your own. Military stores, art galleries, and souvenir shops will be provided to participants for use during the time on own. Information: Make checks payable to LCWRT. For Registration Form and further information call Richard Thomas at 843.422.3842.

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The Marsh Tacky Horse of South Carolina

The Marsh Tacky is a unique strain of Colonial Spanish Horse found only in South Carolina and is one of the most endangered horse breeds in the world. They once roamed freely by the hundreds through the South Carolina Sea Islands and Lowcountry but their numbers neared extinction as tractors, trucks, and development took the place of horsepower. Today, there are less than 400 Marsh Tackies left. In 2007, the Carolina Marsh Tacky Association was formed to preserve the breed and share its history. Horse owners and enthusiasts are diligently working to save the breed from extinction. Experts have performed DNA tests on the remaining horses and a breed registry developed by the Livestock Conservancy. In honor of its long history in the state, the Marsh Tacky was named the South Carolina State Heritage Horse in 2010.

The presence of Spanish Colonial horses in America dates back to the 1500s when Spanish explorers brought them to our shores. The Spanish colonies failed, but their horses braved the harsh conditions and lived on. They lived by their wits and survived on marsh grass and forage. Other Spanish horses made their way to South Carolina through trade routes. In the 1600s, English explorers saw Cherokee and Chickasaw Indians riding fine Spanish horses.

Feral Marsh Tackies sought refuge in Lowcountry marshes and were captured and domesticated by Native Americans, European settlers, and African slaves. They became the common horse of the area due to their gentle disposition and tough constitution. For centuries, Marsh Tackies were owned by rich and poor alike and were used for everything from carrying children to school, and delivering the

mail, to hunting, herding cattle, and plowing fields. Most Gullah families had one or two Marsh Tackies in their yards or tied outside their homes.

Wall Street magnate and presidential adviser Bernard Baruch of Hobcaw Barony in Georgetown, SC hunted from Marsh Tackies. Baruch owned thoroughbreds that he raced at Saratoga, but Marsh Tackies were his favorite gun horses. In 1947, author Havilah Babcock was so impressed by Baruch's hunting horses that he wrote, "The finest hunting mounts I've ever ridden were the Tacky ponies owned by Bernard Baruch of Hobcaw Barony."

The famous architect, Frank Lloyd Wright, built a special stable just for Marsh Tacky horses when he built the Southern plantation, Auldbrass, in Yemassee, S.C.

In war times, Marsh Tackies served our Southern troops. They were used by the legendary Swamp Fox, Gen. Francis Marion and his men, to easily traverse Lowcountry woods and swamps. **Southern troops used Marsh Tackies in the Civil War giving an early advantage to our men who used their own horses in battle, unlike Northern troops who were issued horses that were unfamiliar to them.** In World War II, The U.S. Coast Guard used Marsh Tackies for beach patrol in WWII to search our coasts for Nazi U-boats and enemy activity. During the 1960s and 1970s, and most likely before that time, Marsh Tackies were raced on the beaches of Hilton Head Island. This tradition has been revived by the Carolina Marsh Tacky Association.

Marsh Tackies range in size from 13.2 to 15 hands and weigh from 700 to 900 pounds. They have long manes and tails and display most solid colors, with some exhibit primitive markings such as dorsal stripes and zebra leg striping. In a study conducted by Mississippi State University, it was found that Marsh Tackies have a unique gait that was recently named the Swamp Fox Trot. Marsh Tackies are level-headed, easy keepers that are excellent for farm work, endurance competitions, trail riding, or hunting.

Marsh Tackies don't flee when the unexpected happens and adapt easily to new situations. As rider, Wylie Bell stated in a recent edition of South Carolina Wildlife Magazine, "They don't panic when they get wrapped up in briars or when they are mired in a bog up to their chest. Like little bulldozers, they push through whatever you ask them to." "The Marsh Tacky is made to handle riding in the woods and swamps. They're smaller and agiler, their hide is thicker, and they have good, solid hooves. Marsh Tackies are not big horses, but they ride big. They have huge hearts and sharp minds, and for people who own them, they'll be that horse of a lifetime."

Marsh Tacky Gait – The Swamp Fox Trot

I'm a horse lover having owned horses in Tennessee and Georgia. The Tennessee Walking horse is known for its smooth gait. The Marsh Tackies movement has been studied quite closely, and it has been determined that the gait itself is like no other in the world, other than a slight similarity to the Marchador of Brazil. The Carolina Marsh Tacky Association named the gait. Several suggestions were considered but the winning name was the Swamp Fox Trot, giving a nod to Gen. Francis Marion and his men who rode Marsh Tacky horses during the Revolutionary War through the swampy and marshy

Lowcountry. (**Tacky is derived from the English word for “cheap” or “common,” but Marsh Tacky Horses were anything but this in the eyes of the Gullah community and culture following the Civil War. Oral history states that freed slaves of Hilton Head Island were each given 40 acres and a Marsh Tacky.**)

The Morris Center had a special program in March on the Marsh Tackies. Many of our members, not from the South, clamored to learn more about the historic horses. Lowcountry owners and horse enthusiasts are diligently working to save the breed. - cwk -Reprinted with kind permission from the Marsh Tacky Assoc.

This ‘n That!

Battle of Rivers' Bridge Trip

Our tour to the Rivers' Bridge Battlefield State Historic Site in Ehrhardt (Bamberg County), S.C. Will be on **Thurs., May 12th**. The bus will leave from the Walmart parking lot at 4400 U.S. Hwy. 278 in Hardeeville promptly at **9:00 a.m.** We will have a guided tour of the preserved battlefield and the surrounding area. (The site is one of the Confederacy's last stands against Gen. William T. Sherman's sweep across the South.) There will also be a program presented at the Activities Center at the Battlefield. (We are still working on the lunch details of the trip.) Tickets will be on sale at each meeting or by calling John Kemp at 201.845.4178. (Partial funding is provided by the S.C. Humanities Council.)

Volunteer to Help Your Club!

Please consider volunteering with the LCWRT. We need someone to assist John Kemp and eventually take over as program chairperson. John has the programs planned through 2017. Call John at 201.845.4178 or email him at Norwich68@gmail.com for more information. John has done a terrific job but has other fish to fry. **Grant Writer Needed!** We need someone to do Grant Research to help us sustain and grow. Our organization can avail itself of Grants, but we need a knowledgeable member familiar with Grant Research, Grant Writing, Grant Evaluation and technical assistance. Please email www.lcwrtsquarespace.com with your interest and/or qualifications and someone from the Executive Committee will reply. Also, we need more members to participate in events, meetings, and operations. <mailto:mccollocj@hargray.com>. If you cannot volunteer, please bring your friend(s) to our meetings. We have programs geared for everyone!

Ralph Peters — Summer, July 13, 2016, Free Meeting!

We're excited to announce that on **Wed., July 13, 2016**, Lt. Col. Ralph Peters will speak at Magnolia Hall in Sun City for the LCWRT. Peters is a retired Army lieutenant colonel and former enlisted man, a controversial strategist for Fox News, and veteran of the intelligence world; a bestselling, prize-winning novelist; a journalist who has covered multiple conflicts and frequently appears in the broadcast media; and a lifelong traveler with experience in over

seventy countries on six continents. A widely read columnist, Ralph Peters' journalism has appeared in dozens of newspapers, magazines and web-zines, including *The New York Post*, *The Wall Street Journal*, *USA Today*, the *Washington Post*, *Newsweek*, *Harpers*, and *Armchair General Magazine*. Peters grew up in Schuylkill County, Pennsylvania, and studied writing at Pennsylvania State University, and graduated from St. Mary's University in San Antonio, Texas with an M.A. in international relations. He also writes under the pen name "Owen Parry." Check out his wonderful Civil War books: *Cain at Gettysburg*, *Hell or Richmond*, or my favorite *Valley of the Shadow: A Novel*. The release date for his newest book *The Damned of Petersburg is July 5, 2016*. (The book is ready for pre-order from Amazon.) Peters topic is "**1864: Our Civil War's Savage Year**," with a concentration on the fighting in Va., the fascinating personalities and his belief that the summer of 1864 marked the birth of modern warfare. Meet Peters, at a meet, greet and book signing in the lobby after the program. Tell your friends; this event is open to all LCWRT members and to anyone who lives in Sun City!

Coming Events at the Morris Center for Lowcountry Heritage

Tuesday, April 12, 2016, at 1 p.m.

Morris Center Presents **The Entrepreneurial Artist: John James Audubon in the Lowcountry**. Join the Morris Center for an exciting program called The Entrepreneurial Artist: John James Audubon in the Lowcountry by Ron Roth. John James Audubon's *Birds of America* ranks as one of the greatest achievements in American art. Its groundbreaking format depicting 435 of North America's known bird species life-size and in habitat captured the imagination of the public and catapulted him into international fame. This presentation provides audiences with insight into Audubon's ambitious, self-styled role as adventurer, artist, and natural scientist. In addition to providing an overview of Audubon and his era, the presentation focuses on his work in the South Carolina Lowcountry.

Saturday, April 30, 2016

Have friends and family coming to visit this spring? Don't forget the special events sponsored by the Morris Center in Ridgeland, S.C. On Saturday, April 30, 2016, Discover What's Cooking at the Morris Center. Their ROOTS "The Lowdown on Lowcountry Cuisine" event. There will be a community cook-off with prizes awarded by Lowcountry chefs, a kids zone with obstacle course and face painting, Food Trucks, Live Music, Living History Reenactments, Lowcountry Artisans, Food Talks and Book Signings where you can learn something new and meet food authors. Free Admission! Lots of Free stuff at The Morris Center for the Lowcountry Heritage located at 10782 S. Jacob Smart Blvd., Ridgeland, SC 29936 – call 843.284.9227 or visit www.morrisheritagecenter.org for more information. Also sponsored by the South Carolina Humanities and Piggly Wiggly.

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NOTE: The website address for the Lowcountry Civil War Round Table (LCWRT) is:
www.lcwrt.squarespace.com and it can be used to get current and historical LCWRT
information.