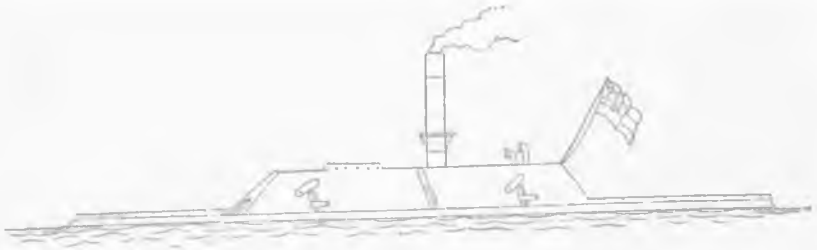


# *The Huntsville Historical Review*

Summer-Fall 2007

Volume 32

Number 2



## *C.S.S. Huntsville*

Sketch by Admiral David Glasgow Farragut

*Published By*

*The Huntsville-Madison County Historical Society*

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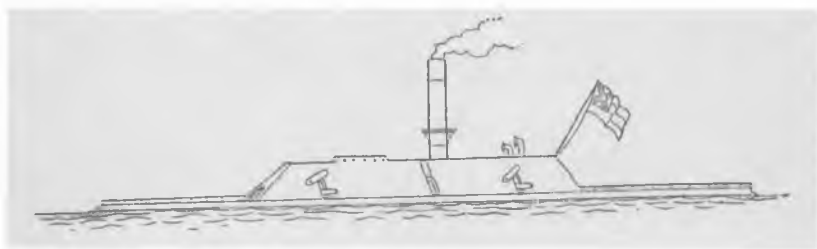
Editor, *The Huntsville Historical Review*  
Jacquelyn Procter Reeves

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## President's Page

Greetings to you as we begin our 2007-2008 Society year! We have concluded another outstanding year of programs, articles and speakers. I want to commend Nancy Rohr for the success of our ongoing programs and to give special thanks to our Society members who have contributed great articles for publication in *The Huntsville Historical Review*. Your interest and contributions make all the difference in the success of our publications, as well as our organization.

Please take a moment to look at the address label of your next newsletter to see if your dues are current. If not, please forward your check to ensure that your membership is current. As always, thanks for your support.

Bob Adams  
President





## Editor's Notes

Once again, we are fortunate to have stories written by Norman Shapiro and Dex Nilsson. These two writers exhaustively research their subject material and uncover many details that would perhaps never come to our attention otherwise.

We are also fortunate to have people like Jack Burwell in our midst – someone who takes on a project while others may only wish something could be done. I'm talking of course, about the Joel Eddins home that was brought to Burritt on the Mountain and restored.

When I joined DAR in Santa Clara, California some twenty years ago, the woman tasked with helping me get papers in order was Edith Dawson. I told her that some of the records at the courthouse had been burned in Limestone County, where I was hoping to prove most of my ancestry.

“The records are all there,” Mrs. Dawson told me. She had never been to the Limestone County Courthouse, in fact she had never even been to Alabama. As fate would have it, she was a descendant of Benjamin Eddins, brother of Joel, and her records were in Limestone County as well.

When I received a notice that Joel Eddins' home would be restored, I sent it on to her in California, knowing she would be ecstatic. As fate would have it, I was too late. Sadly, Mrs. Dawson had passed away two weeks earlier.

Jacque Reeves  
Editor



# Ships Named Huntsville

DEX NILSSON

Since the founding of our town over two hundred years ago, there have been four major ships and at least six riverboats named for the city of Huntsville. Almost all played exciting roles in U.S. history. Here are their stories.

## The First *Huntsville*

In the early 1800s, the traditional cross-section design of a sailing ship's hull was kettle-shaped, a compromise between carrying capacity and sailing stability. But an experienced captain, Robert H. Waterman, was able to achieve phenomenal speed out of an old cotton packet, the *Natchez*. What was the secret?

Southern cotton was the big money-maker for the shippers in New York and New England. But sandbars, changing frequently because of unpredictable storms, often kept ships from traveling from the Gulf of Mexico into the Mississippi Delta and into New Orleans. In 1831, a deliberate design change was made. Five new ships, coastal packets, were built with flat bottoms and rectangular cross-sections. They could pass over the bars. Because cotton bales were square, more cargo could be loaded in a hull which was nearly shaped like a cotton bale. The five ships were all built concurrently for the Louisiana and New York Line. Speed was sacrificed to allow 30 percent more cotton in the hull and the ability to cross the sand bars.

One of the five ships was Waterman's *Natchez*. It was 130 feet 3 inches long, 29 feet 9 inches across, and only 14 feet 10 inches deep. The other ships varied only a foot or so. Average tonnage was 523. All of this was experimental. One of the other ships, the *Creole*, made slow passages and was quickly sold. But the third ship, the *Huntsville*, became the fastest packet on the New York-New Orleans run, making her best passages between 1834 and 1836. Her captain was Nathaniel B. Palmer, a name to remember.

Waterman and the *Natchez* would go on to be part of the China trade and affect design of the great clipper ships of the 1840s and 1850s. Palmer would become famous after he left the *Huntsville*. He went south searching for seals, and became the first person to see the continent of Antarctica. Its large archipelago is today named Palmerland. As for the *Huntsville* – it went on to become a whaler and a logger, operating in the Pacific.

I have found only two more references to the *Huntsville*. The Bishop Museum in Honolulu has a database (I Ka Moana Lipolipo) of whaling ships that hired or discharged Hawaiian seamen in Honolulu. There is one entry for the *Huntsville* – discharging a seaman named Olelo on October 16, 1857. The Captain of the *Huntsville* was recorded as William James Grant.

The second reference is the Jefferson County Genealogical Society (located in Port Townsend, Washington) which contains a list of local “Ship Captains, Master Mariners, and Pilots.” One entry was an 1897 obituary for John Hinds, who in 1864 was “in command of ship *Huntsville* in [the] lumber trade between San Francisco and Port Blakely,” Washington. <sup>1</sup>

## **The U.S.S. *Huntsville***

In late December 1860, South Carolina seceded from the United States of America. In January 1861, six other southern states followed, and by February the Confederate States of America had been formed. On March 4, Union President Abraham Lincoln was inaugurated. One of his first acts was to protect and supply U.S. facilities in the South, one of which was Fort Sumter at Charleston, South Carolina. The South viewed the Union-held fort as foreign to its newly formed country, and on April 12 a Confederate military force attacked the fort. It was the beginning of the Civil War.

Winfield Scott, the commanding general of the U.S. Army, devised a plan called the Anaconda Plan to blockade major ports of the South and to strangle the rebel economy. His idea was to win the war with as little bloodshed as possible. On April 19, Lincoln approved the plan and declared such a blockade. It would eventually cover 3,500 miles of coastline and close 12 major ports. It would require 500 ships. Most of the ships were commercial vessels which had been quickly converted for military use.

One such vessel was the *U.S.S.* (i.e., *U.S. Steamship*) *Huntsville*. It had been built by Jacob A. Westervelt of New York City and had been launched there in 1857. It is clear that it was named for Huntsville, Alabama, as a sister ship to the *Montgomery*, built there at the same time.

The *Huntsville* was a three-mast schooner, described by the Navy as “an 840-ton (burden) wooden screw steamship.” It went into operation on the New York-Savannah run for American Atlantic Screw [Steam Ship] Co.<sup>2</sup> But in May 1861, she was chartered for U.S. Navy service, converted to a gunboat, and commissioned as the *U.S.S. Huntsville*.<sup>3</sup>

Photo # NH 63876 Steamship Huntsville, which was USS Huntsville in 1861-1865 Artwork by Erik Heyl



### The *U.S.S. Huntsville*.

U.S. Naval Historical Center photograph

Watercolor by Erik Heyl, 1945, painted for use in his book, *Early American Steamers*

The *Huntsville* operated off the Southern coast and in the Gulf of Mexico for the next three years. Her job was to help enforce the blockade.<sup>4</sup> The following are some of her engagements:

An issue of *Harper's Weekly* shows an engraving of Union warships bombarding Port Royal, South Carolina, on November 7, 1861. Twenty-two Union ships are identified, including the “*C.S.S. Huntsville*,” which has to be an error and should have referred to the *U.S.S. Huntsville*.<sup>5</sup>

In Navy records of Civil War action,<sup>6</sup> the *Huntsville* shows up for the first time in January 1862 when it was recorded as assisting a boarding

party from the *R.R. Cuyler*, along with two cutters from the *Potomac*, in capturing the blockade-running schooner *J.W. Wilder*, which had run aground about 15 miles east of Mobile. The *Huntsville* actually saved the *Cuyler*, which in trying to capture the schooner almost ran aground itself.<sup>7</sup>

On July 7, 1862, she encountered the *Adelia*, a 585-ton iron side-wheel steamer. The *Adelia* had been built in Scotland in 1859 as a merchant ship, but at this time it was in the Bahamas attempting to break through the Union blockade. She was captured by the *Huntsville* and the *Quaker City*.

What becomes of a captured ship? She would be taken to a “prize court” to determine that she was indeed a prize of war and could thus be taken over by the capturing country. The case of the *Adelia* is a good example. She was taken to the Prize Court at Key West, Florida, where she was condemned and then purchased by the U.S. Navy to be fitted out as a gunboat and put into Union service.

Ten days after capturing the *Adelia*, the *Huntsville* seized a blockade-running British schooner, the *Agnes*, off Abaco, an island in the northern Bahamas. It had a cargo of cotton and rosin. At this time, Navy records show that the *Huntsville* was under the command of Acting Lieutenant William C. Rogers.

On the 19th, the *Huntsville* encountered and captured the steamer *Reliance* just off the Bahamas after it had escaped from Savannah. The *Reliance* had been built as the *Hollyhock* and taken into Confederate service and renamed.

Three days before Christmas found the *Huntsville* still at sea, where it seized the schooner *Courier* off the Tortugas in the Florida Keys. The captured cargo included salt, coffee, sugar, and dry goods.

On March 13, 1863, the *Huntsville* seized the blockade-running British schooner *Surprise* off Charlotte Harbor, Florida. The *Surprise* had been trying to get to Havana with a cargo of cotton. A month later, again off Charlotte Harbor, the *Huntsville* captured the sloop *Minnie*, with another cargo of cotton. And on the 14th, still just off the Florida coast, she took the British schooner *Ascension*.

On May 13, on the other side of Florida, the *Huntsville* captured the schooner *A.J. Hodge*. Then six days later, back in the Gulf just off St. Petersburg, she captured the *Union*, a blockade-running Spanish steamer and a major prize.

All told, the *Huntsville* captured a dozen blockade runners and assisted in the taking of several others.<sup>8</sup>

Beginning in May 1864, the *Huntsville* supported troops ashore at Tampa Bay. While off Tampa, her crew suffered greatly from yellow fever, so in July, she was sent north. She was decommissioned in August.

But in March 1865, she was again commissioned and in April and June made voyages to New Orleans and Panama. She then carried passengers between New York and Boston. In August she was again decommissioned.

In November 1865 the *Huntsville* was sold and resumed her commercial career. That career lasted until the ship burned on December 19, 1877, off Little Egg Harbor Light, New Jersey.

## Who Was William C. Rogers?

For most of its time in the U.S. Navy, the *U.S.S. Huntsville* was commanded by Acting Lieutenant William C. Rogers. I have found nothing to describe him.

Donald Gunn Ross III, on his website about his book, *The Era of the Clipper Ships*,<sup>9</sup> names one of the “forty-niner” clipper ships that rushed between the East Coast and San Francisco after 1849 as *The Thomas Perkins*, out of Boston and under the command of William C. Rogers.

In 1851 and 1852, a sailing vessel called the *Witchcraft* was captained by William C. Rogers. It was “an extreme clipper ship.” It was launched on December 21, 1850, at Chelsea, Massachusetts, for Richard S. Rogers and William D. Pickman of Salem, Massachusetts. Richard was William C. Rogers’ father. Starting in April 1851, the ship sailed from New York to San Francisco, but had to put into port at Rio de Janeiro for repairs to a sprung mainmast. The continued voyage from Rio took 62 days, the fastest passage on record. A year later the *Witchcraft* sailed to Hong Kong, finally returning to New York from Shanghai. The ship continued in use but under different captains.<sup>10: 11</sup>

In November 1861, “Acting Volunteer Lieutenant” William C. Rogers was listed in command of the *U.S.S. William G. Anderson*, on blockade duty. The ship had just been launched from the Boston Navy Yard the month before.<sup>12</sup> As mentioned before, Rogers shows up in Navy records on the *Huntsville* in July 1862.

At the end of 1864, after the *Huntsville* had been decommissioned, Rogers apparently continued his military career. In a letter to the U.S. Senate, on December 29, 1864, President Lincoln wrote “In obedience to the requirement of the law of 16 May 1864, I submit the following-named Volunteer officers for confirmation by the Senate, viz: ... Acting Volunteer Lieutenant William C. Rogers, U.S. Navy, to be acting Volunteer lieutenant-commander from the 24th October, 1864.”

And finally, in March 1865, Rogers is listed, still on blockade duty, commanding the *U.S.S. Iuka*.

Were all these William C. Rogers one and the same? Did a former sailing captain volunteer for duty as a lieutenant for the Union during the Civil War? Or were they father and son? Were they two different people with similar names at similar times? The last scenario seems unlikely.

As an aside, certainly a great coincidence of Navy captain names: On July 3, 1988, the guided missile cruiser *Vincennes* shot down Iran Air Flight 655 in the Persian Gulf, killing 290 people. It caused an international incident for the U.S. It was later determined that the ship’s Aegis system did not properly identify the aircraft, and the ship’s commander was said to have acted responsibly. Some people disagreed. Nine months later, the wife of the ship’s commander was nearly the victim of a pipe bomb that exploded in her minivan, which was registered in the commander’s name. Terrorists were blamed by some, a single person with a grudge against the commander by others. The case remains unsolved. The name of the *Vincennes* commander was William C. Rogers III.<sup>13</sup>

The preceding is the subject of a book the two Rogers wrote together.<sup>14</sup> I contacted him through his publisher about the earlier William C. Rogers, but he wrote back that he “could state with virtual certainty that I am not related” and offered no information about his Rogers family.

### **The C.S.S. *Huntsville***

In February 1861, as the Confederacy established its government, former Florida senator Stephen R. Mallory was named secretary of the Confederate States Navy. The first thing he discovered was that he was a naval secretary with no navy. Of ninety U.S. ships at the time of Lincoln’s inauguration, only one fell into the hands of the Confederacy. The South



was able to capture four cutters, add three slave ships, and purchase two private steamers, for a total of ten. All told, they were equipped with fifteen guns.<sup>15</sup>

By late spring, it was agreed what was needed were newly-built iron-armored warships of simple design. The preferred plan was one by a brilliant Lieutenant John Mercer Brooke – an iron casemate surrounding and protecting a gun deck, with the casemate sides inclined to ricochet enemy shot. Brooke tested various iron plates by firing the heaviest guns in the Union service and found that four-inch armor installed at a 45-degree angle would withstand any shells and at any range. Unfortunately, there wasn't a mill in the South that could make 4-inch iron plate. There was only one mill that could make 2-inch plate, and that was the Tredegar Iron Works in Richmond.<sup>16</sup>

Aside from Tredegar, the most productive naval ordnance works in the Confederacy was in Selma, Alabama. Colin McRae had a foundry there, and it was commandeered, enlarged, and retooled by the military. It used iron ore from Brierfield, Alabama and a gun design by Brooke to turn out some of the best iron and best guns of the War.

One of Mallory's worries was the port of Mobile, especially following the fall of New Orleans in April 1862. Mobile was the only Confederate port of importance left on the Gulf coast.<sup>17</sup> It made sense to build ships for Mobile's defense on Alabama's waterways.

In July 1862, a contract was let to a Mobile shipbuilder, Henry D. Bassett, for construction of two ironclads, the *Tuscaloosa* and the *Huntsville*. The construction site was to be Selma, 150 miles up the Alabama River from Mobile, chosen mainly because McRae's foundry was expected to provide guns, boilers, and armor plate. But by the end of 1862 the *Huntsville* was still waiting for plating, the boiler, and machinery.<sup>18</sup>

On February 7, 1863, the *Huntsville* was launched into the Alabama River at Selma – still without its engine and its boiler – to take advantage of high water so it would go over the shoals without destroying the bottom of the ship. It was towed to Mobile Bay. After its arrival at Mobile, the *Huntsville* received its equipment, armor, guns, and crew. The engines are believed to have been transferred from a river steamer, and the armor plate finally delivered by Shelby Iron Co. and Schofield & Markham of Atlanta.<sup>19</sup> After a shakedown cruise it was commissioned the *C.S.S. Huntsville*. It made its first trial run in April – but obtained a speed of only three knots.

The newly-commissioned *C.S.S. Tuscaloosa* was slower, achieving only two-and-a-half knots. Neither ship could be used as an offensive ironclad; instead they were floating batteries. Admiral Franklin Buchanan, in charge of Mobile's defense, was reluctant to send either of these batteries into the bay because of their slowness. Eventually, he was ordered to reinforce the wooden gunboats protecting the lower part of the bay on both ships. They never arrived, having to stay instead in the upper bay because of lack of power.<sup>20: 21; 22</sup>

The *Huntsville* was 150 feet long, protected with two inches of armor, and when fully equipped, had a Brooke 6.4-inch rifle and four 32-pounders.<sup>23</sup> She might have been relatively small, but she carried 17 officers and a crew of 87 under the command of Lieutenant Julian Myers.<sup>24</sup>

The main deck was the same as the gun deck. Hammocks were strung between the guns to serve as quarters for some of the crew. On the deck below were the captain's cabin, more crew quarters, and the mess. On the third deck were storage rooms, magazines, and the boilers. There was virtually no ventilation on any deck, and permission was given for some of the crew each night to go ashore where they would sleep in the cotton warehouses. Of course, when the ship was operating, this was impossible. Excessive heat, dampness (water often trickled in), and lack of light contributed to illness, low morale, and inefficiency. Life on board for over 100 people was simply intolerable.<sup>25</sup>

It would be August 1864 before the battle for Mobile Bay began. Buchanan was in no hurry, still waiting for promised ships and equipment to arrive. The Union force, under Rear Admiral David Farragut,<sup>26</sup> had also been waiting on blockade duty, for over six months for its promised ironclads to arrive. The Confederates had two forts guarding the entrance to the bay (Fort Gaines and Fort Morgan) one ironclad (the *Tennessee*, Buchanan's flagship), three gunboats, and many mines (then called torpedoes), with only a small secret channel open for its blockade runners. The Union had 5,000 land troops, four ironclads, and fourteen wooden ships including two gunboats.<sup>27</sup>

## Huntsville

Type: Confederate ironclad  
Displacement: not recorded  
Dimensions: 45m x 10.3m x 3.2m  
(150ft x 34ft x 10ft 6in)  
Machinery: not recorded (single screw)  
Top speed: 3 knots  
Main armament: One 162.5mm (6.4in), three 32-pounder guns

Launched: February 1863

*Huntsville* was one of a quartet of ironclads ordered by the Confederate Navy and built at Selma, Alabama. One of the ships was never

completed, but *Huntsville* formed a pair with her sister *Tuscaloosa*. The fourth vessel was *Tennessee*. *Huntsville* had a low freeboard hull surmounted by a long armoured casemate which housed the guns. The 162.5mm (6.4in) gun was positioned forward,

while the 32-pounders were on broadside, with one able to fire in company with *Tennessee*. *Huntsville* was towed to Mobile to receive her machinery. When it fell to Union forces, *Huntsville* and *Tuscaloosa* were ordered up the Tombigbee River where they were scuttled on 12 April 1864.



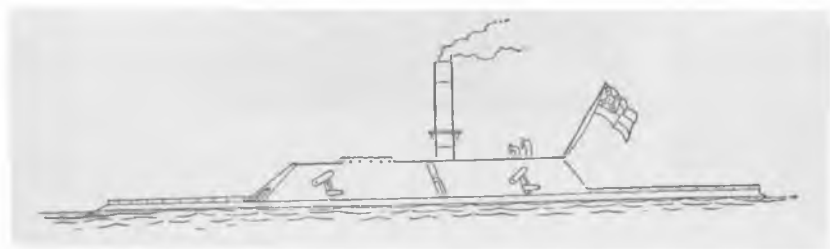
## The *C.S.S. Huntsville* From an unknown textbook

The Union attack began on August 5. The Union suffered the first loss when the *Tecumseh*, its main ironclad, ran into a mine and sank in less than two minutes with a crew of 94 on board. Under fire from both the Confederate ships and Fort Morgan, Farragut had to decide whether to retreat or risk more of the minefield. That's when he issued his now-famous order, "Damn the torpedoes! Full speed ahead!" It was the pivotal move, although Farragut's action is regarded today as an act of heroism instead of foolhardiness when his ship hit several mines that failed to explode because salt water had rusted their firing mechanisms.<sup>28</sup> Huge damage and heavy casualties were inflicted on the Union forces, but the *Tennessee* was disabled by shelling, and Buchanan, who was wounded, had to surrender. Forts Gaines and Morgan soon fell.<sup>29</sup>

If the *Huntsville* played any significant role in the battle, it wasn't noted in any of the sources. But the fight for Mobile wasn't over.

The loss of the naval battle did not mean the loss of the city of Mobile. It would be another six months before Union land forces were strong enough to attempt to take the city. The city was in the upper west corner of the bay, protected by Spanish Fort and Fort Blakely across from it on the eastern shore. On March 27, Spanish Fort came under attack by Union forces. It and its companion fort held out for nearly two weeks. Under the direction of Flag Officer Ebenezer Farrand, now in charge of the Mobile squadron, the *Nashville* and *Huntsville* plus the unarmored *Morgan* took up position between the two forts and shelled the attackers. Union General Frederick Steele later reported, "The enemy's gunboats *Huntsville*, *Nashville*, and *Morgan*, took position in the Tensaw River ... and kept up a constant fire night and day, which was very harassing and destructive." The Union force concentrated on the unarmored *Morgan* until the little gunboat was forced to retire. It was followed by the *Nashville*, although it had not been hit. Only the *Huntsville* remained in the open, slugging it out. Spanish Fort fell on April 8, Fort Blakely a day later. On April 12, the mayor of Mobile yielded the city to advancing Union troops, but the troops never captured the city and Confederates retained control.

On September 26, 1864, Farragut wrote to Gideon Welles, Secretary of the Navy, "In my dispatch No. 418 I had the honor to call the attention of the Department to the rebel force of ironclads in the vicinity of Mobile ... I now enclose a sketch of the two ... ironclads ... *Tuscaloosa* and *Huntsville*, each mounting four guns."



### The C.S.S. *Huntsville*

as sketched by Admiral Farragut

Courtesy the National Archives and Records Administration



Admiral Farragut  
1801-1870

Farrand had the *Huntsville* and *Tuscaloosa* sent up the Spanish River where the crews, along with most of their supplies, were transferred to the *Nashville*, and the two little ironclads were scuttled to avoid capture. He and his remaining men and ships went up the Alabama River, then up the Tombigbee. The Union forces followed but did not attack. It would be May before Farrand would arrange a surrender. Lieutenant Julian Myers who had commanded the *Huntsville* represented Farrand at the ceremonies on May 10. It was over a month after Lee had surrendered at Appomattox.<sup>30, 31</sup>

## Riverboats

From the 1820s to the 1870s, one could find at least one active riverboat called the *Huntsville*. There were at least six.

The University of Missouri at St. Louis has a list of the “Names of Steam Boats” compiled by Capt. F. L. (Fielding) Wooldridge. Wooldridge, himself a steamboat captain on the Illinois and Mississippi Rivers, spent more than 40 years collecting, assembling, and authenticating his data. Over 7,000 steamboats are on the list, which runs 220 pages in small type. The list includes six boats named *Huntsville*:

<i>Huntsville</i>	Side Wheel Steamboat	1829
<i>Huntsville</i>	Side Wheel Steamboat	1841
<i>Huntsville</i>	Side Wheel Steamboat	1845
<i>Huntsville No. 2</i>	Side Wheel Steamboat	1853
<i>Huntsville</i>	Stern Wheel Steamboat	1864
<i>Huntsville</i>	Stern Towboat	1893

Of these, *Way's Packet Directory*<sup>32</sup> gives details of three:

The first of three named *Huntsville* was launched into the Ohio River in 1845 at New Albany, Indiana. She had a wooden hull and a side wheel. It was 205 feet long, 29 feet wide, 6 feet deep, and carried 344 tons. The owners were gentlemen from Kentucky plus one, George Warren, from somewhere in Alabama. Charles Pell was captain. The *Huntsville* operated on the Missouri River for almost ten years, until it was snagged and lost at St. Genevieve, Missouri, on August 21, 1854.

A second *Huntsville* was launched at the same shipyard in 1853. It was a stern-wheeler. (Note that the Wooldridge list has it as a side-wheeler.) It was much larger than the first – 261 feet long, 40 feet wide, and 9 feet deep. It was named the *Huntsville No. 2*, probably because the owners were the same Kentucky gentlemen again with George Warren, now of Texas, plus William McClure of Tusculum. The captain in 1854 was C.W. Harrison and in 1855 was again Charles Pell. The ship operated on the Mississippi River and the Tennessee River, although briefly, for on March 24, 1855, it burned at Hamburg, Tennessee, with its load of 4,000 bales of cotton.

Still another stern-wheeled *Huntsville* was launched at New Albany in 1864. It was 159 feet long. It operated mostly between Shreveport and New Orleans, but on August 26, 1873, the ship was on the Red River when it broke its tiller, hit the bank, and sank with 180 head of cattle.

There might have been an even earlier *Huntsville* riverboat. Dave Dawley<sup>33</sup> claims to have pages from a book titled *Allegheny County's Boat Building* that discusses shipbuilding at Pittsburgh. "In 1836 there were sixty-one steamboats built at Pittsburgh and vicinity. . . . There were built at Brownsville in the same period, twenty-two, and at Beaver, seven." They were all built in 1836. The book lists all the ship names that were built including a *Huntsville*.

And finally, regarding the towboat listed above, the towboat *Huntsville* was built for the Nashville, Chattanooga, and St. Louis (NC&StL) Railway. Of primary interest to the railroad were the industries in Gadsden and the shipment of their products north. The railroad used the towboat to carry its cars and other materials across the Tennessee River between Gunters Landing (later Guntersville) to Hobbs Island – a distance of about 22 miles. The administrator at the Howard Steamboat Museum in Jeffersonville, Indiana, recently wrote to me:

"*Way's Steam Towboat Directory* lists T1142, *Huntsville*, a sternwheel, woodhull, towboat as being built in Jeffersonville by Howard. That's the Howard Ship Yards & Dock Co. in Jeffersonville, just three miles upstream from New Albany, and the same yard that built the *Robert E. Lee*. She was used on the Tennessee River by the NC&StL RR. She was dismantled in 1903 and parts were used in the building of the second towboat of that name which was built at Guntersville. This second boat was dismantled in 1946."

Somehow the whistle from the second towboat *Huntsville* came into the hands of Mike Giglio, a long-haul truck driver from Marietta, Ohio, who donated it to the River Museum in Point Pleasant, West Virginia. Jack Fowler, Executive Director of the River Museum, has connected the whistle to an industrial-power vacuum that makes enough air so that at the touch of a button, it can whistle just like new, much to the delight of museum visitors.

### **The Latest U.S.S. *Huntsville***

The *Knox Victory* was built in Oregon in 1945, one of the last “Victory Ships” of World War II. A Victory Ship was a type of cargo ship produced in large numbers during the war and often had the word Victory as part of its name. It was an improvement over an earlier “Liberty Ship” design in that it was faster and had back-up electrical power.<sup>34</sup>

The *Knox Victory* was built at the Oregon Shipbuilding Corporation in Portland, Oregon in March 1945, launched on April 13, and delivered to the War Shipping Administration on May 11. Designated the VC2-S-AP3 MCV184,<sup>35</sup> she operated as a merchant ship under charter to the Olympic Steamship Company for the remainder of the war and later continued merchant service under charter from the Maritime Commission and Maritime Administration until 1958 when she entered the National Defense Reserve Fleet at Olympia, Washington.

On August 11, 1960, the *Knox Victory* was acquired by the Navy and assigned to the Military Sea Transportation Service (MSTS). She was renamed the U.S.S. *Huntsville*, after the cities in Alabama and Texas. The MSTS had come into being in 1950 during the Korean War and chartered former Victory and Liberty ships to carry tanks, trucks, guns, ammunition, and equipment. It continued doing so through the Vietnam War and other U.S. international involvements.<sup>36</sup>

The *Huntsville*, however, was converted to a missile range instrumentation ship on November 27 at the Triple A Machine Shop in San Francisco. She was given the designation T-AGM-7. She began duty as a tracking ship in 1961.

The history of tracking ships goes back to 1950 when the U.S. Army launched two V-2 “Bumpers” rockets over the water from Cape Canaveral



and found it needed offshore vessels to track them. Such ships would eventually cruise to strategic locations around the world to track missiles and spacecraft – their crews having front-row seats to history. The Navy even gave them the separate classification of T-AGM. Twenty-three vessels eventually shared that classification.<sup>37</sup>

The newly designated *Huntsville* was manned by a civilian crew. She operated out of Port Hueneme, California, and Honolulu, Hawaii. For four years she made intermittent “on station” patrols in the central Pacific, extending from Mexico to Wake Island and the Marshalls. Many of these patrols were in support of the U.S. space program.<sup>36</sup> For example, the *Huntsville* is listed off Midway Island for the October 3, 1962, Mercury 8 flight in which Walter Schirra completed six orbits.<sup>38</sup> Such patrols continued until 1965.

From 1965 the *Huntsville* tracked test missiles under the direction of the Air Force Systems Command, Space and Missile Center (SAMTEC), on both the Western Test Range out of Vandenberg AFB in California and the Eastern Test Range from Cape Canaveral. The Western Test Range had been established in 1958 to extend from Vandenberg west all the way to the Indian Ocean.<sup>39</sup>

When the Apollo program began, lunar trajectories became part of the equation for the first time. NASA would deploy five tracking ships in support of the program. The *USNS Vanguard*, *Redstone*, and *Mercury* were the world’s largest such ships and were used for “injection support.” They could gather data and issue signals in the initial phases of a flight, but there was a hole in their re-entry support. To fill it, SAMTEC donated two of its tracking ships, the *Huntsville* and the *U.S.S. Watertown*.<sup>37</sup>

The reader will notice that I have used the *U.S.S.* designation in this article, although at times Navy ships were designated *USNS*. For the *Huntsville* and its companion ships, it is unclear exactly when the designation might have changed or why.

The *Huntsville*, along with the *Watertown*, were brought into Avondale Shipyards in Westwego, Louisiana, for a conversion that was completed in October 1966.<sup>37</sup> Conversion consisted of new electronics for tracking, telemetry, ship-to-spacecraft communications, data processing, and station-to-station communications. Contract for the conversion was issued to Ling-Temco-Vought’s Range Systems Division; the Avondale yards were used under subcontract.<sup>40</sup> In June 1967, the *Huntsville* underwent a

further modification at Jacksonville, Florida, for installation of a C-Band radar system specially designed for Apollo re-entry tracking.

Now an improved sea-based tracking station, the ship returned to the Pacific. She would support Apollo missions 7 through 12.<sup>39</sup> Here is a brief synopsis of those missions:

7. Schirra, Cunningham, Eisele: first 3-man crew as well as first manned use of Saturn IB. They completed 163 orbits over 10 days.

8. Borman, Lovell, Anders: first use of the Saturn V. On this mission, the crew orbited the moon.

9. McDivitt, Scott, Schweickart: first flight with the lunar landing equipment. Schweickart made a 37-minute space walk.

10. Stafford, Young, Cernan: This crew circled the moon and made a simulated lunar landing.

11. Armstrong, Aldrin, Collins: History was made with the first moon landing on July 20, 1969



12. Conrad, Gordon, Bean: This crew made the second moon landing in November 1969.



Apollo 12 Insignia

At this point, the *Huntsville* was over 455 feet long, had a full-load displacement of 12,199 tons, and carried 14 officers, 56 crewmen, and about 70 technicians.<sup>41</sup> The officers and crew were Civil Service employees. The technical crew worked for the Federal Electric Corporation, SAMTEC's range services contractor.<sup>39</sup> Below is a souvenir cover postmarked Honolulu, July 20, 1969, and sent from the *Huntsville* by D.E. Rattenne. Donald Rattenne was chief engineer on the *Huntsville* for the Apollo 10, 11, and 12 missions.<sup>42</sup> It is the only name of an individual I have found connected to the *Huntsville*.



Souvenir cover from *Huntsville* Chief Engineer Rattenne postmarked on the day of the Apollo 11 moon landing, July 20, 1969

Use of the tracking ships peaked with the Apollo program. The availability of improved ground station technologies doomed the expensive ships. Just weeks after Apollo 11's historic mission, NASA released four

of its ships, including the *Huntsville*, keeping only the *Vanguard* for the remaining six Apollo flights.<sup>37</sup> The *Huntsville* was returned to SAMTEC where it operated until its last voyage (according to the Air Force Systems Command *News Review*) on January 15, 1973 to the Naval Supply Center in Oakland for in-the-water storage.<sup>39</sup>

However, that wasn't really the *Huntsville*'s last voyage. In March 2006, the National Security Archive at George Washington University posted 30 documents regarding U.S. collection and analysis of intelligence concerning French nuclear weapons tests. The documents had been declassified from Secret and made available under the Freedom of Information Act. Up until 1974 when testing resumed, France had already detonated 34 nuclear bombs in the Pacific. Because of the U.S.-Soviet moratorium on atmospheric testing, the French tests were carefully watched and monitored by the U.S., mostly by Strategic Air Force aircraft. As part of this surveillance, the Defense Nuclear Agency had a project in 1973 called HULA HOOP and another in 1974 called DICE GAME. Document #29 mentions that "a U.S. Navy ship, the *Huntsville*, participated in the HULA HOOP and DICE GAME programs. Operating in international waters outside the Pacific test area, the *Huntsville* monitored the nuclear blasts, and the Defense Nuclear Agency launched drones equipped for nuclear sampling from its deck."<sup>43</sup>



The latest *U.S.S. Huntsville*,  
outfitted for communications duty.  
Photo courtesy NAVSOURCE

On November 8, 1974, the *Huntsville* was stricken from Navy records.<sup>44</sup> Most of the tracking ships were cut up for scrap. However, the Department of Defense, Naval Vehicle Register, carries a note for the *Huntsville* - "Laid up in the National Defense Reserve Fleet; Final disposition, sold by MARAD, 17 July 1995, fate unknown." MARAD is the Maritime Administration, part of the Department of Transportation, and custodian of the Naval Defense Reserve Fleet. Surely there is a record telling to whom the *Huntsville* was sold, but I have queried both DOT and MARAD and received no reply. The *Mercury*, the ship that sent the signal for the Apollo 11 translunar injection burn, as of 2002, was being used to haul sugar from Hawaii to San Francisco.<sup>37</sup> Perhaps the *Huntsville* is also still afloat.

*Special thanks to John Hargenrader, Jane Odom, and Colin Fries of the NASA History Office in Washington who graciously identified and helped me research four large paper files about the Huntsville and the other vessels that supported the Apollo missions.*



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<sup>21</sup> Melton

<sup>22</sup> Luraghi

<sup>23</sup> Melton

<sup>24</sup> Crew members of the *C.S.S. Huntsville* are listed at a Confederate States Navy website: [www.datasync.com/~jtaylor/alanavy.htm](http://www.datasync.com/~jtaylor/alanavy.htm).

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<sup>26</sup> *David Glasgow Farragut* biography, Visitor Services, Vicksburg National Military Park.

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# A Good Union Man

NORMAN M. SHAPIRO

The military intelligence product of espionage has always been a necessary component of war, but achievements have become more difficult as the conflicts have expanded and become more complex. Spying during the Civil War, however, was incredibly easy for both sides, according to Donald E. Markle in *Spies and Spymasters of the Civil War*.<sup>1</sup> While one might question his appraisal of “incredibly easy,” historiography does indicate that the methods of that period were rather simple. Actually, they were not very different from those of the Revolutionary War, except for the emerging utilization of telegraphy, photography and hot air balloons. Markle notes that in the Civil War, “The enemies were the same nationality (American), they spoke the same language (with dialects), had been under the same government, and knew each other’s geography well, a situation unknown to other countries of the world. Then, as now, to be an effective spy in a foreign land requires years of extensive training in the nuances of the language, customs and manners of the country...These were not the issues for a Civil War spy, Union or Confederate, but one had to be willing, brave and intelligent to avoid capture. Amateurs were welcome and became the core of both the Union and Confederate spy systems.”<sup>2</sup>

Markle provides the names and many of the stories (triumphs and tragedies) of 387 male and female, Union and Confederate, spies and spymasters identified in his research which he says was not intended to be all-inclusive. But given the names, the remaining question is, what made them choose such an uncertain and dangerous path? Markle writes that “Passions ran high in support of both the Union and Confederacy with very little middle ground. The Union was split between the abolitionists who demanded an end to slavery and the ‘peaceniks’ who wanted peace at any price. The Confederacy had a disunited front – one group believed strongly in the issue of states rights, another fought for the continuation of slavery, and a third consisting of ‘Unionists’ believed the war to be wrong.”<sup>3</sup>

During the drive to secession, however, the South’s divisiveness was even more complicated and the immediate secessionists were opposed by unconditional unionists and another group, cooperationists, who

bridged these extremes. Cooperationists were ultimately willing to accept secession, but only if the majority of the people ratified the measure and the state acted in cooperation with other slaveholding states. In Alabama's election of delegates to the secession convention on December 24, 1860, fifty-three secessionist and forty-seven cooperationist delegates were elected. The unconditional unionists were not strong enough to run under a party banner. Accordingly, some unionists ran as cooperationists and all but one of the cooperationist counties were in the northern half of the state.<sup>4</sup>

Once the war started, and during its course, many overt unionists suffered various kinds of abuse (up to and including death) imposed upon them by their secessionist neighbors, the civil authorities and the Confederate Army.<sup>5: 6</sup> This treatment and/or their resolute loyalty to the stars and stripes induced many unionists to take part in the conflict. Thus when the Federal forces invaded and occupied North Alabama for several periods beginning in 1862, it provided opportunities for both white unionists and black activists to take part in the war in several ways: The occupation permitted loyal unionists to pass to and through the lines to enlist in a number of Federal regiments. In late 1862 the First Alabama Cavalry, U.S.A. began recruiting Southern enlistees, most from Alabama. Many unionists served as scouts and guides to units in the field and those unionists residing in battle and skirmish areas were able to help wounded Union soldiers left for dead or unattended at the site. Of most importance to field commanders were the number, disposition and capability of opposing troops and information from those unionists who were knowledgeable in this regard.<sup>7</sup>

In her book, *Loyalty and Loss – Alabama Unionists in the Civil War and Reconstruction*, Margaret Storey describes many of the incidents of Alabama unionist espionage that are revealed in the papers of the Southern Claims Commission (SCC).<sup>8</sup> One of the incidents involves a prominent North Alabama resident, the subject of this paper, of whom she writes, “Loyalist spies living within the Union lines were more likely to visit Federal headquarters with information than those living south of the Tennessee River. However, Franklin County planter John C. Goodloe, considered by Federal commanders ‘one of the best posted [men] on the south side of the river,’ crossed the river a few times in 1864 with news of Confederate activities.”<sup>9</sup>



John Calvin Goodloe  
Portrait by William Frye, ca. 1846, in private collection



Harriet Rebecca Turner Goodloe

Copy of original portrait by William Frye, ca. 1840, in private collection

The full quote from the dispatch which is noted below and the two that follow are all from *The War of the Rebellion: A Compilation of the Official Records of the Union and Confederate Armies*, and indicates Goodloe's value to federal commanders:

Brig. Gen. G. M. Dodge, Athens, Ala., April 24, 1864 wrote to Lieut. Col. William T. Clark, Asst. Adj.-Gen., in Huntsville, Ala:

“The man Colonel Rowett speaks of meeting under the flag of truce is one of the best posted on the South side of the river and a good friend to us. Anything he should report I should place great confidence in.”<sup>10</sup>



U.S. Major General Grenville M. Dodge  
Photo reproduced from wikipedia.org



Maj. Gen. W. T. Sherman, Oct. 20, 1863 wrote to Gen. Dodge in Corinth, and Gen. Hurlburt in Memphis:

“I have a message from Mr. Goodloe that all of Wheeler’s, Lee’s, and Forrest’s cavalry have come out of Tennessee and are now between Tuscumbia and Decatur.”<sup>11</sup>

\*\*\*\*\*

Maj. Gen. W. T. Sherman in Iuka, Oct. 24, 1863 wrote to Maj. Gen. Frank P. Blair, Jr.:

“To attack cavalry with infantry is always a hard job, but you should strip as light of baggage as possible, get your field artillery near the head of the column, break through their picket line before daylight, and be among their camps and bivouacs as quick as possible. Don’t be drawn beyond Tuscumbia. Take what corn you need and all serviceable horses, giving receipts. Tell Mr. Goodloe, if he satisfied me further in the campaign that he is as good a Union man as he ought to be, I will see his receipts are taken up with cash. But at the outset he must take the same fare as others.”<sup>12</sup>

\*\*\*\*\*

It will be evident from Goodloe’s testimony before A. O. Aladis, Commissioner, SCC, that he was more than just “a good Union man.” The testimony took place in July, 1871, and was recorded on 39 handwritten pages supported by 20 exhibits and the testimony of witnesses.<sup>13</sup> He claimed damages based on the losses of mules, horses, jacks, beef cattle, sheep, hogs, bacon, corn, and two thoroughbred horses. The summary report follows:

“Mr. Goodloe resided during the war on his farm near Tuscumbia, Ala. His farm contained about 1,600 acres. The exhibits filed in this case & marked A to L and 1 to 8 fully show that he was well-known to our Union officers & confided in them as a true Union man. He gave valuable information to Buell & Dodge & is highly praised by Genls. Wood and R.L. McCook. He was distrusted, watched, and threatened by the Confederates. See especially Exhibits D, H, 2 & Y. Senator Spencer & Mr. Sloss, Mbr. Cong., Ala., also fully attest to his loyalty. We find him loyal.

Claimed: \$27,218

We allow: 7,446”

\*\*\*\*\*

Exhibit “H” is missing from the Goodloe SCC papers but it is indicated that it was a letter from Gen. R. L. McCook to Gen. W. S. Rosecrans. Exhibits “D,” “2” and “Y” are shown below:

“Head Qtrs, 2<sup>nd</sup> Division, Army of Ohio

Maj Genl D. C. Buell  
U.S. Army

Genl

Permit me to introduce to your favorable consideration Mr. J. C. Goodloe a friend of mine. I will be responsible that Mr. Goodloe will act in good faith to any conditions imposed upon him for and inconsideration of the object desired.

I am yours respectfully  
Your Obt Servant  
A.M. McCook  
Brig Genl U.S. Army”

Note: Goodloe was questioned about “the object desired” in “D” and explained that the object was to get through the lines and Gen. Buell gave him a letter of recommendation to Grant.

\*\*\*\*\*

“Nashville Tenn

May 30, 1864

Dear Hillair

This will be handed to you by Mr. Goodloe of Ala. He is going to Washington City and may stay a few days in Louisville. He is a most reliable loyal gentleman & has done signal service to his country during our unfortunate troubles, He is vouched for by all the federal officers who know him. Genl Dodge recently told me all about him. I will only add that Mr. Goodloe is recommended to us as a high county honorable gentleman.

I am truly yours

Lovell H. Rousseau  
Maj Genl U.S. Army”

\*\*\*\*\*

All officers and soldiers of this Command are hereby forbidden to trespass upon the property of J.C. Goodloe or molest his person under the severest penalty that can be inflicted for violating this order.

Geo. C. Smith  
Brig Genl Cmdg”

\*\*\*\*\*

The questioning of Mr. Goodloe was intended to confirm his loyalty and his losses and involved several areas of concern to the interrogator. These included the reasons for the many letters, safeguard orders and travel passes issued to him by general officers, his several trips through the lines to northern cities and ultimately, the circumstances and evaluation of his losses. The impressive list of general officers included D. C. Buell, G. M. Dodge, U. S. Grant, A. M. McCook, R. L. McCook, P. J. Osterhaus, L. H. Rousseau, G. C. Smith, and T. J. Wood. In response to the question, “Were you known personally to any of these high officers whose letters you have produced such as Grant and Thomas and Genl Buell?” He replied, “I knew Genl Thomas and Genl Buell very well and I knew Genl McCook and Genl Wood; and with everyone who has given me a letter I was personally acquainted before the war.” Three of the safeguard orders were from General Dodge and especially relevant to this paper as Dodge became Grant’s Western Campaign “spymaster” after Grant succeeded to command of the department of Tennessee in October 1862.<sup>14</sup>

Grant met Dodge for the first time in September 1862 and very soon began to depend on him during the planning of his first campaign against Vicksburg. In his study of Grant’s utilization of intelligence during the Civil War, William B. Feis writes:

“Dodge created a secret service organization more elaborate and extensive than Grant probably imagined. Although he would send spies and scouts as far as Mobile and Atlanta, his primary responsibility was to watch the eastern flank of Grant’s department, especially the Tennessee River crossings, for Confederate reinforcements coming from Middle Tennessee.”<sup>15</sup>

The organization built by Dodge numbered more than 100 men. “Their names were carefully guarded and very little was ever revealed about any of them. Long after the war he kept inviolate both their names and their deeds, for some of them lived in the South and publicity concerning their exploits, even a quarter century afterward, would have brought opprobrium if not persecution. Even as late as 1909, when several magazine writers sought to secure information concerning them he was reluctant to comply, although most of them were in their graves.”<sup>16</sup> With regard to Goodloe’s testimony, it was noted that there was no mention of his having any official arrangement with General Dodge.

The “valuable information given to Buell and Dodge” noted in the summary report above was elucidated in the questions about Exhibits “G,” “S,” “T,” and “U.” Exhibit G involved a trip Goodloe made to Huntsville at Gen. Buell’s request.

Q. What was it about?

A. The most of the talk was about the movement of the Army.

Q. Did he ask for information?

A. He asked me for information as to whether any force had come near the line of my section of the country, and particularly wanted to know my opinion in regard to what road the rebel force would take – those that had left Corinth.

Q. Did you tell him what you knew?

A. I told him what I thought and what I knew and I guessed it pretty well too.

\*\*\*\*\*

Exhibits “S,” “T,” and “U” concerned three safeguards issued by General Dodge, April 18 – 23, 1863.

Q. Explain the paper marked “Exhibit S.” What time was that given you?

A. 1863.

Q. Who was General Dodge?

A. He was in the federal army and was in command at Corinth at that time.

Q. To whom did he refer when he said you had taken care of the dead and wounded?

A. He referred to Major Cameron who was killed near my home.

Q. When was “Exhibit T” given to you?

A. About the same date.

Q. Did he give you that when he was in the saddle?

A. Yes sir. Paper marked “Exhibit U” offered and put into evidence.

Q. Is this George E. Spenser the present senator from Alabama?

A. Yes sir. These other papers were made about the same time Streight made his raid.<sup>17</sup> General Dodge sent for me to come to Corinth a week before and when I started the Confederate forces were there and I went to General Roddy to get a pass to go to Corinth to carry supplies to the wounded and needy who were left on neutral ground. My intention was to use the pass to get to Corinth. When I got across Bear Creek, I met with General Dodge and he advised me to get with one of the scouts and save my horses. I went around home but I got there late; they had beat me there. Then, when General Spencer came, I gave him a diagram of all the roads and he gave me that paper.

\*\*\*\*\*

Goodloe was questioned about some of the several trips he made up North as far as New York City just before and during the war. He apparently made two trips in 1861, one in 1862, and two in 1864, but provided little information about them other than the routes. He alleged that the purpose of at least one of the trips was to escort his nieces home from boarding school but one of the trips in 1864 provided an interesting but puzzling bit of information.

Exhibit "U" was signed: "By order of General G. M. Dodge, Geo. E. Spencer, Adjutant." Of the men mentioned in the above question and answer session, Major Cameron was, at that time, in command of the First Alabama Cavalry, U.S.A. Phillip Dale Roddy was Colonel at that time and commanded the 4<sup>th</sup> Alabama Cavalry, C.S.A. George E. Spencer was also Colonel at that time. He was promoted to Brevet Brigadier General in March, 1865.

The questioning of Goodloe continued:

Q. If you ever fought for the flag, state where and under what circumstances.

A. That was an accident. I was in Lexington, Kentucky, when Morgan made his last raid. <sup>18</sup> We were trying to get from Louisville to Cincinnati. We were cut off and returned to Frankfort, Kentucky, and were there when they made an impressment of the citizens to fight with the Fort there to defend Frankfort. I volunteered and went to the Fort and they put me in charge of the magazine.

Q. How long were you there?

A. Two days and one night.

Q. Was there any fighting?

A. Yes sir. We fought some. I was the first one that arrived in Washington after that affair happened, at least Mr. Lincoln said that it was the first information that he had direct from the battlefield.

The last statement offers the interesting possibility that Goodloe met personally with President Lincoln!

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Honorable George E. Spenser, U.S. Senator, testified as follows:

"I am 35 years old and reside in Decatur, Alabama. Am U.S. Senator from that State.

I first met Col. Goodlow (sic) in March, 1863. In Feb. or March, 1863, I was Adjutant General on Gen. Dodge's Staff at Corinth, Miss. I went with a flag of truce to the Rebel lines. I knew Col. Goodlow by reputation before that time, as being a Union man. He was then living 9 miles inside the Federal lines, at Bear Creek. Thro' persuasion and other means, I succeeded in having Gen. Raby's? Head Quarters assigned to me. They were at Tuscumbia. We went to Col. Goodlow's house and dined there, upon my suggestion, but he was not at home. We then went to the limits of the town of Tuscumbia. I was stopped by the Confederate Lt. Col. Gaines. They took me back to Col. Bright's House. In the morning, Col. Goodlow came over to see me. We walked to one side, and talked over matters. It was generally understood by the Union men that he was our friend, and I talked to him as though he was a Union man. Goodlow got me a list of the Confederate regiments, and the strength of their forces. We were to start a few days after that on a raid. He got me a list of the regiments stationed on the South Side of the Tennessee River, and who the Commanding Officers were. I went to Corinth and got the information. I met Goodlow about half way there, and we went up there and had several fights. At one fight it was necessary for us to fall back. One of my favorite officers, Col. Campbell, was killed. Col. Goodlow took charge of the body and kept it until we carried it away. We went to see Goodlow often. We entertained him at our Head Quarters, at three different times. At that time, I was raising a regiment of Alabamians. The men used to tell me always, that Col. Goodlow would assist them in every way that he could. He rendered them every assistance in his power, and came very near getting himself shot in trying to keep one of



our spies from getting hung. In the spring of 1863, when we left on that raid, some of our officers and men were left behind. The Rebels came up there, and Col. Goodlow secreted them in his house and kept them until the Rebels went away, and some of them escaped. This was reported to me at the time. I know Gen. Dodge entertained every confidence in him as a Union man. I did, also. We did not doubt it. I understood that he stood in bad order with the Confederates. I became acquainted with the Confederate Officers by means of a flag of truce.”

- Q. How many Federal troops did you have stationed at Corinth?
- A. Three brigades.
- Q. Did you have any men stationed at, or near Tuscumbia at this time?
- A. No, not nearer than 55 miles.
- Q. Did you have any stationed at or near Goodlow’s plantation?
- A. Only a day or two at a time.
- Q. Did you go to Corinth after Rosecrans had left that section of the country?
- A. After Rosecrans had left for the battle of Corinth, Gen. Dodge was sent to Tenn. Rosecrans was ordered to take command of the Cumberland Army.
- Q. How many men had Gen. Roddy?
- A. He had what was called a brigade. His command is very hard to estimate. I suppose he had as many as 10,000 men.
- Q. Do you recollect the number of Gen. Sweeney’s raid?
- A. We sent him up with his brigade, and put them in wagons, in order to get up all the stock we could get for the purpose of mounting infantry. Our command was entirely infantry when we first went there and we had to fight mounted men. We concluded we would try to get up stock enough to mount up a portion of our command. We sent Gen. Sweeney for the purpose of doing that,

and succeeded in getting up stock to mount the 9<sup>th</sup> and 7<sup>th</sup> Illinois Infantry. In order to divert the attention of the enemy we concluded to lay the country [to] waste around Gen. Roddy and so make it untenable for him. We burned all the corn and fodder, and destroyed whatever we could. We laid the country [to] waste. We protected Goodlow. I remember his coming to Dodge and myself, and asking us for God's sake to go and destroy his corn and fodder and so protect him from the Rebels. We burned his fodder and hay.

Q. Do you think stragglers could have taken any stock there and disposed of it?

A. I don't think they could.

\*\*\*\*\*

The next man to testify was Honorable Joseph H. Sloss, a member of Congress, who had served as a Captain in Co. F, 4<sup>th</sup> Alabama Cavalry, under Roddy. He began:

“I am 45 years of age. I live in Tuscumbia, Ala., and am a Representative in Congress from that Congressional District. I have known Col. Goodloe for 20 years. During the war I was in the Confederate army. I was on duty principally in North Ala., and most of the time within less than 15 miles of this place.”

Q Have you ever captured any yankee soldiers at his place?

A. I captured a yankee squad there one day. Some were in the house; some were outside. I captured all I could find and sent them off. I heard afterward that the Col. had some secreted in the house that I did not get. Col. Goodloe came to me and endeavored to persuade me not to capture them.

- Q. What reason did he assign?
- A. I think he said his brother's family was there, and he did not want them captured at his house. My impression was that he did not want anybody captured. That was my impression of his secret feeling.
- Q. Did you know Robert Goodloe?
- A. Yes. He is the claimant's brother.
- Q. Did the claimant not tell you on that occasion that his daughters were there with a black man, alleging that against their arrest?
- A. Yes, I believe he did.
- Q. What was the reputation of Col. Goodloe during war times?
- A. He was known to be a Union man among the Confederate soldiers; that was our opinion of him.
- Q. Did you ever know him to do anything in aid of the Confederacy?
- A. I never did. I was camped within a short distance from his place. It was usual for the neighbors to invite the officers to their houses. I was invited to every house in the neighborhood but his. I was never invited there. We knew, without the possibility of a doubt, that he was against us.
- Q. Why did you not arrest him?
- A. We generally required some overt act before we took measures of that kind. Persons within the conscript age were taken, particularly if they were Union men. I know whenever we came near his place it was said to be the place of the Union Goodloe.
- Q. Did he have any sons?
- A. Yes, but if they were in the army, they were not in the division to which I belonged.
- Q. What are your politics now?
- A. I am a Democrat.
- Q. Did you ever know Mr. Goodloe to vote the Democrat ticket in that county?
- A. No, I have heard him say he never would.

To indicate that his residence was “said to be the place of the Union Goodloe” can be better understood by knowing that there was a William Henry Goodloe who served as a Corporal, Co. G, in the 3<sup>rd</sup> Tenn. (Forrest’s) Cavalry, and also a James Camp Goodloe who was a 1<sup>st</sup> Sergeant, Col. H., in the 4<sup>th</sup> Alabama Infantry.



**JOHN CALVIN GOODLOE HOME (circa 1840)**  
**Photographed for Historic American Buildings (HABS) Survey - 1936**

Exhibit “R,” a letter from Robert C. Brinkley of Memphis, indicates Goodloe’s reputation was widespread. Robert Brinkley later became President of the Memphis – Little Rock Railroad.

“Huntsville, Ala  
March 12 1863

Dear Goodloe

On my way to this place I met with Col John D. Adams and Judge Walker of Arkansas and they informed me that the military authorities of the State had ordered the impression of all the negroes on your place and for government purposes alleging your disloyalty to the south as the reason for so doing. Can I serve you in any way? All well.

Your friend  
R. C. Brinkley”

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This letter referred to Goodloe’s place in Arkansas – a large plantation in Arkansas County, Arkansas.

The family of John Calvin Goodloe rejected the obvious conclusion that he was a spy for the Union. They insisted, on the contrary, that he was a spy for the Confederacy, but had convinced the Yankees that he was a Union man. This belief prevailed both **then** and **now**, and raises the obvious possibility that he was a double spy. The early evidence comes from John Calvin’s nephew, Albert T. Goodloe (1833-1912), who published a book on his wartime experience, *Confederate Echoes*, in 1907.<sup>19</sup>

Albert T. Goodloe graduated from the University of Virginia in 1850 and received his MD diploma from the medical college in Richmond in 1852. A resolute secessionist, he joined the 35<sup>th</sup> Alabama Infantry as a private in 1862 after what he called “the disastrous ‘Fall of Donelson’” and was eventually promoted to first lieutenant. After the war, he was called to the ministry with the Methodist Itinerancy and served in the Tennessee Conference for 38 years. In 1855, he married Sallie Louise Cockrill, a niece of John Calvin’s wife, Harriet Rebecca Turner. He was on his way back to his unit after a furlough in May, 1864, when he wrote:

“The first night was spent at Mrs. Acklen’s, the widow of Joseph H. Acklen, not far out of Nashville. Uncle Calvin Goodloe had come to Nashville, on his way to Washington, on secret service for Gen. Joseph E. Johnston,

commanding the Confederate army in Georgia, and we had arranged to spend the night together at Mrs. Acklen's, where, indeed, Uncle Calvin was stopping for a time. He and Mrs. Acklen were old friends, and I had known her several years. He gave me the gratifying information, that the Yankees were not then occupying Florence, and that I could likely cross the Tennessee River there if I could soon reach there in safety.

As a part of the mission on which Uncle Calvin was embarked, he was to ascertain the strength and disposition of the Yankee army at Nashville, the location and character of the defenses, etc. This he had done effectually when we met at Mrs. Acklen's, and gave the facts to me to be communicated in person to Gen. Roddey or Col. Johnson of the Confederate cavalry in North Alabama, one of whom I would find at Southport, the steamboat and ferry landing on the south bank of the Tennessee River from Florence. He was then ready for his Washington trip and started right away.

His equipment for the entire expedition was letters of introduction and commendation to Abe Lincoln & Co. from prominent Yankee officers and 'Union' civilians; especially did he get well fixed up by Gen. Rousseau and other influential parties at Nashville. They were made to believe that he was 'truly loyal' to the Lincoln government, and that important business of his own was taking him to Washington.

He had been pulling the wool over the eyes of Yankee commanding officers ever since the invasion of North Alabama by Rosecran's army in the fall of 1862, and he captured them at the start with two decanters of fine brandy. As that army was approaching the Valley, though still in Mississippi, he mounted his horse and went to meet it with the decanters in his saddlebags. He sought out Gen. Rosecrans at once, to find out from him what the citizens might expect from the army as it passed through North Alabama. Rosecrans and his associate commanding

officers were highly pleased with him – and his brandy; and ever after that he found no trouble in manipulating big Yankees.

Uncle Calvin followed the long-ago custom of taking ‘toddy’ at home, and of keeping fine liquors in a sideboard for himself and friends, but I never saw him intoxicated in the slightest. The brandy with which he captured the Yankees was from his sideboard.”

Mrs. Acklen, whose house outside of Nashville he referred to, was the former Mrs. Alicia Hayes Franklin, and her house is now known as the Belmont Mansion in Nashville, Tennessee. A young widow in 1846, she married Huntsville, Alabama attorney Joseph A.S. Acklen in 1849. They began the building of Belmont soon after their marriage and completed it in 1853.



Alicia Hayes Franklin Acklen, owner of Belmont  
Photo courtesy of Belmont Mansion ([www.belmontmansion.com](http://www.belmontmansion.com))





“Bellemonte” (Beautiful Mountain) known today as “Belmont” in Nashville  
Photo courtesy of Belmont Mansion ([www.belmontmansion.com](http://www.belmontmansion.com))



Belmont Mansion in Nashville as it looks today  
Photo courtesy of Belmont Mansion ([www.belmontmansion.com](http://www.belmontmansion.com))

The timing of this event coincides with Goodloe's 1864 trip north when he participated in the defense of the raid at Frankfort, Kentucky. If he indeed was carrying "letters of introduction and commendation to Abe Lincoln & Co." it reinforces the possibility that he did meet President Lincoln on that trip.

And except for the type of liquor, Goodloe's hospitality, at least, is confirmed by Exhibit "E" to his testimony, a letter dated June 24, 1862, from Gen. Thomas J. Wood to Gen. W. Smith: "This note will introduce to you Mr. J. C. Goodloe, a friend and connection of mine, and for whom, he is a high-toned and honorable gentleman. I request your protection and kind offices. He has an interesting family and a nice place and soldiers ought not to be allowed to intrude. There is a small guard from my division at his place and he can give you, if you happen to be at his place at the right time, as good a drop of bourbon as can be found anywhere."

The current or "now evidence" comes from personal correspondence a few years ago with two descendants of John Calvin Goodloe who provided the following:

“Now, as to John Calvin Goodloe...I have gone through all my info. that my grandfather had and can provide no absolute proof for you, but I grew up with the story about his being a spy. My grandfather was quite a historian himself and loved stories about his ancestors, especially involving the Civil War. What he told me was that John Calvin was a spy for the South but the North thought he was their spy. He was able to go back and forth across the lines with no problems because they all trusted him. When some big general (I don't remember the name) was marching through the South stealing cotton and other crops, burning homes, etc. John Calvin went around to all his neighbors and bought their land and crops for \$1.00. When the general came through, he told them it was all his land and crops and had the deeds to prove it. The general knew John Calvin well and left everything alone, including the homes. When all was saved (I guess at the end of the war), he sold it all back to the neighbors for the original \$1.00.

I know this story has got to be true...because my great-grandfather (William Henry Goodloe, who died in 1940) told the same story about his father to my grandfather. That's where my grandfather developed his love for history. Wm. H. also fought in the CW under Bedford Forrest. In fact, John Calvin tried to get Wm. H. to go to school in England to avoid the fighting, but Wm. H. instead enlisted with Forrest....so both men were men of honor and although I can't verify with a primary source, this is one family story that I feel is the truth.”

And the second family story:

“Regarding John Calvin Goodloe & the Civil War, I do not have any direct information. I did read somewhere, that I cannot find at present, that he opened his house to both sides during the war, but I took that to mean he just tried to get along with whoever was in town. Since both of his two eldest sons that I know of (my grandfather, James Camp Goodloe I and William Henry Goodloe) were in the Confederate army, I doubt that he would be aiding and abetting the Union. The three youngest sons were probably too young to be in the army. I do not have information as to whether the other son, another David Short Goodloe, was in the fighting or not. He died in 1866 at age 20. I am not familiar with the book *Confederate Echoes*. William Henry Goodloe’s obituary does say that his father offered him an education in England if he stayed out of the war, which of course he did not.”

Of course, the above statement concerning the dichotomy between Goodloe and his two sons does not “hold water.” It is well known that one of the great tragedies of Civil War was the disruption or tearing apart of families.

The controversy over John Calvin Goodloe’s loyalty, however, was not mitigated by his enterprise after the war. He was elected as a Republican or “scalawag” to the Alabama state senate for a two year term in 1872 and is listed as a member of the State Republican Executive Committee for 1874 and December 29, 1875.<sup>20</sup> In these pursuits, he was promoted by Senator George E. Spencer who was probably Alabama’s most notorious carpetbagger. Spencer was first elected in 1868 and served until 1879.

The terms scalawag and carpetbagger were coined after the Civil War and although used interchangeably in many cases, they are actually quite different. Scalawag came into frequent use in Alabama in late 1867 as a designation for the Southern white Republican who had been born in the South or had lived in the South before the Civil War. The term carpetbagger was applied to the Northerner who went South to take advantage of unsettled conditions after the Civil War.

Some of the machinations are described by Sarah Woolfolk Wiggins<sup>20</sup> and more recently by Charles M. Crook:<sup>21</sup>

“The 1872 elections were also crucially important to the personal fortunes of George E. Spencer, Alabama’s radical Republican senator and President Grant’s friend and ally. Spencer was a New Yorker who had lived for a time in Iowa and then served in the Union army. He remained in Alabama [practicing law in Decatur] after the war to seek his ‘chances of making a fortune.’ The radicals soon made Spencer one of Alabama’s first post-bellum U.S. senators and he became the classic carpetbagger. Even the most generous modern Alabama historians describe him as the ‘champion of chicanery’ in his pursuit of political power.<sup>22</sup> In order to gain complete control of federal patronage in the state, Spencer derailed the election of fellow Republican Senator, Willard Warner, in 1870 by conspiring for the election of a Democratic legislature. The plot succeeded and Warner was defeated. Needing a job, Warner persuaded Grant to nominate him as Collector of the Mobile Customs House, a position with considerable influence over federal patronage. Spencer again maneuvered against his fellow Republican, this time convincing Grant to withdraw Warner’s nomination in early 1872 and thereby finally securing his own position as primary broker of federal patronage in Alabama. Spencer’s own senatorial term was about to end, however, and in the following months he worked to reverse his machinations of 1870, this time seeking the election of a Republican legislature that would then reelect him to the U.S. Senate. Spencer and Grant thus shared a strong interest in achieving a Republican victory in Alabama in 1872.”

These political shenanigans lasted for most of the decade in Alabama and embraced a battle between carpetbaggers, scalawags and blacks for the control of the federal patronage in Alabama.<sup>23</sup> The Spencer-Goodloe

“relationship,” however, rose again in 1874 in another contest over the position of Collector of the Mobile Customs House. Fitzgerald indicates that the position did indeed have its advantages in that “earning a \$5000 salary, the collector controlled as many as 50 employees; the position allowed valuable business contacts, not to mention the fiscal incentives available to unscrupulous officials.”<sup>24</sup> Wiggins describes the situation:<sup>25</sup>

“On another occasion the scalawags were more successful in securing an important bit of patronage for a carpetbagger who had cooperated closely with them. Robert McConnell Reynolds, formerly of Ohio and an eight-year resident of Alabama, replaced scalawag William Miller as Collector of Customs in Mobile (Miller had been reinstated in the position after the Warner debacle). The change was so vehemently denounced that it was described as ‘raising the devil’ in Alabama. Eventually, the difficulties were resolved when Reynolds received appointment as minister to Bolivia in 1874, and John C. Goodloe, Colbert County scalawag and a Spencer protégé, became collector of customs.”

John Calvin Goodloe held the collector’s position until replaced by President Hayes in 1877 when he presumably returned to his plantation in Colbert County where he lived until his death, 25 February 1895. Goodloe had been born 21 May 1817, one of six children of David Short Goodloe (1776 – 1854) and Mary Hill Goodloe (1781 – 1831) who moved from Granville County, North Carolina, to Tuscumbia, Alabama, ca. 1820, where a seventh child was born. A successful businessman and financier, he was instrumental in building the railroad link from Tuscumbia to Decatur, a part of the Memphis & Charleston Railroad (now Norfolk Southern Railway), in which he became a large stockholder. In 1837, he sold his business interests in Tuscumbia and purchased a large plantation near where the Natchez Trace crosses the Tennessee River in Western Franklin (became Colbert in 1868) County.<sup>26</sup>

John Calvin was educated at LaGrange College in Alabama and married Harriet Rebecca Turner (21 November 1821 - 12 November 1900), daughter of Sugars Turner and Rebecca Deloney Turner in Huntsville,

Alabama, 1 November 1838. He built the large plantation home (ca. 1840) which was photographed for the Historic American Buildings Survey in 1935, but is no longer standing.

The 1860 Federal Census for Franklin County, Alabama, shows John Calvin Goodloe's assets: Value of Real Estate - \$40,000; Value of Personal Property - \$110,000; Slaves - 100. He provided the following information about his plantations before the war in Alabama and Arkansas during his testimony before the SCC:

Alabama Plantation:

1600 acres – 1200 cleared  
120 – 130 head of stock  
800 sheep  
1000 hogs  
100 cattle

Arkansas Plantation:

1600 acres – 800 cleared  
50 or 60 mules and horses  
500 hogs  
500 cattle  
130 negroes

A newspaper obituary of J. C. Goodloe said, in part:<sup>27</sup>

“His father removed with his family in 1823 from North Carolina to Alabama and settled in the town of Tuscumbia, where the deceased was raised and educated. Thus, at the time of his death, J. C. Goodloe had been a citizen of the State for a period of seventy-two years.

On reaching manhood, he became prominent and, ultimately, notable, in the social and public history of the Valley of the Tennessee. Endowed by nature with a strong and commanding intellect, he exercised a potent and controlling influence for upward of fifty years. He was a

man of strong prejudices and indomitable will; his opinions on all matters were pronounced. Socially he was affable and attractive, a warm friend but an unconcealed adversary. Charity was one of his conspicuous characteristics and the poor never failed in their appeals to him....”

With regard to the question of John Calvin Goodloe’s loyalty, it is evident that General Dodge was very intelligent and a thorough professional, and it is difficult to believe that he could be misled to any great extent, if at all. The available evidence suggests that John Calvin Goodloe may have been a double spy, but contrary to the belief of his descendants, his primary loyalty was to the Union.

Happily, the research also afforded lagniappes: the portraits of John Calvin Goodloe and his wife, Harriet Rebecca Turner Goodloe, were painted about 1847 by the Austrian artist, William Frye. The sheet music, *Alabama Waltz* (copyright 1835) which is comprised of three pages, was found in an antique store in Huntsville, Alabama in 1991, and traced to its origin in Lexington, Kentucky, where the young Miss Turner was apparently in attendance at a boarding school.

“The composer, Wilhelm Iucho, was born in Germany around 1803 and came to Lexington from New York in the early 1830s. The first record of his presence in Lexington is an announcement in 1834 by *The Lexington Intelligencer* that Iucho, a professor of music from New York, would be in charge of the music department of the Van Doren Collegiate Institute, a school for young ladies. Iucho contributed more to the development of Lexington’s music than any other individual before 1840. He was not only active as a teacher, but was also an organist, composer, music store proprietor and lecturer. He contributed to two music journals – *The Euterpeiad* and the *Family Minstral* and more than thirty of his compositions were published during his approximately twenty years in Lexington, two going into sixth editions.”<sup>28</sup>



# THE ALABAMA WALTZ

Composed and Dedicated

To

Miss Barriett R. Turner

from Huntsville, Alabama

BY

WILLIAMS BROTHERS,

New York Fifth & Hall, L. Franklin, Sq.

MODERATO

The first system of musical notation consists of two staves. The upper staff is in treble clef and the lower staff is in bass clef. The key signature has one sharp (F#) and the time signature is 3/4. The music begins with a piano (*p*) dynamic. The upper staff contains a melodic line with eighth and sixteenth notes. The lower staff contains a harmonic accompaniment of chords. A crescendo (*Cres.*) is indicated by a dashed line with an arrow pointing to the right.

The second system of musical notation also consists of two staves. The upper staff is in treble clef and the lower staff is in bass clef. The key signature has one sharp (F#) and the time signature is 3/4. The music continues from the first system. The upper staff has a melodic line with some rests. The lower staff has a harmonic accompaniment. A dynamic marking of *f* (forte) is present. A dashed line with the word "cen" is written below the upper staff, and another dashed line with the word "do" is written below the lower staff.

Entered according to the Act of Congress in the year 1855, by Fifth & Hall, in the Clerk's Office of the District Court of the Southern District of N.Y.

The image displays a musical score for a piece titled "Alabama Waltz". The score is arranged in two systems, each containing two staves (treble and bass clef). The first system begins with a piano (*p*) dynamic marking. The second system features a mezzo-forte (*mf*) dynamic marking. The music is characterized by intricate melodic lines in the right hand and a steady, rhythmic accompaniment in the left hand. The key signature consists of two sharps (F# and C#), and the time signature is 3/4. The score includes various musical notations such as slurs, accents, and dynamic markings. The piece concludes with a double bar line and repeat signs.

Alabama Waltz.

Sheet music for the piece "Alabama Waltz" (page 3). The score is written for piano and features six systems of music. The key signature is one sharp (F#) and the time signature is 3/4. The first system includes dynamic markings *f*, *ff*, and *p*. The second system features a melodic line in the right hand with slurs and a steady accompaniment in the left hand. The third system continues the melodic development with a *p* dynamic marking. The fourth system shows a change in texture with a more active right hand and a steady left hand. The fifth system features a *p* dynamic marking and a steady accompaniment. The sixth system concludes the piece with a *f* dynamic marking and a final chord.

Alabama Waltz.

(Sheet music courtesy Norman Shapiro)



## END NOTES

<sup>1</sup> Markle, Donald E., *Spies & Spymasters of the Civil War* (New York: Hippocrene Books, 1994) p. xvi.

<sup>2</sup> Ibid.

<sup>3</sup> Ibid.

<sup>4</sup> Storey, Margaret M., *Loyalty and Loss – Alabama Unionists in the Civil War and Reconstruction* (Baton Rouge: Louisiana State University Press, 2004), p. 30.

<sup>5</sup> Ibid, Chapter 4, 5.

<sup>6</sup> Shapiro, Norman M., “Saints and Sinners,” *The Huntsville Historical Review*, Vol. 31, No. 2, (Summer-Fall 2006), pp. 9-26.

<sup>7</sup> Storey, Chapters 3, 4.

<sup>8</sup> *Southern Claims Commission Approved Claims; 1871-1880: Alabama*, National Archives Microfilm Publication M2062, The National Archives, Washington, D.C. The federal government established this Commission on March 3, 1871 to allow individuals to file claims for losses due to actions by Confederate or Union activities during the Civil War. Each person filing a claim had to prove their loyalty and losses to the Union through testimony, witnesses, and documentation.

<sup>9</sup> Storey, pp. 147, 148.

<sup>10</sup> *The War of the Rebellion: A Compilation of the Official Records of the Union and Confederate Armies*, Series I, Vol. XXXII, Part III, p. 482.

<sup>11</sup> *The War of the Rebellion: A Compilation of the Official Records of the Union and Confederate Armies*, Series I, Vol. XXXI, Part I, p. 676.

<sup>12</sup> *The War of the Rebellion: A Compilation of the Official Records of the Union and Confederate Armies*, Series I, Vol. XXXI, Part I, p. 714.

<sup>13</sup> *Southern Claims Commission Approved Claims: 1871-1880: Alabama*, Roll 5: Colbert County.

<sup>14</sup> Grenville Mellen Dodge was born in Danvers, Massachusetts 12 April 1831. Prominent as a combat commander, railroad builder and land developer, he also served in Congress from Iowa, 1865-1869. Dodge ranks with the most versatile of Civil War generals. He earned a diploma as a military and civil engineer from Norwich University in 1851. He was commissioned colonel of the 4<sup>th</sup> Iowa Infantry in 1861 and was soon given command of a brigade in the Army of Southwest Missouri. Dodge had three horses shot under him and was wounded in the side at the Battle of Pea Ridge. He earned the favor of General Grant and other commanders for his skill in rebuilding railroads and organizing espionage networks. He led the XVI Corps of the Army as a major general in the Atlanta Campaign where he was again severely wounded. After the war, he became chief engineer of the Union Pacific Railroad and was a driving force in the completion of the transcontinental railroad.

<sup>15</sup> Feis, William B., *Grant's Secret Service – The Intelligence War from Belmont to Appomattox* (Lincoln & London: University of Nebraska Press, 2002), pp. 126, 127.

<sup>16</sup> Perkins, J. R., *Trails, Rails and War – The Life of G. M. Dodge*, (Indianapolis: The Bibbs-Merrill Company, 1929), p. 105.

<sup>17</sup> Colonel Abel D. Streight led a provisional brigade on a raid to cut the Western & Atlantic Railroad that supplied Gen. Braxton Bragg's Confederate Army in Middle Tennessee. From Nashville, Tennessee, Streight's command traveled to Eastport, Mississippi, and then proceeded east to Tuscumbia, Alabama, in conjunction with another Union force commanded by Brig. Gen. Grenville Dodge. On April 26, 1863, Streight's men left Tuscumbia and marched southeast, their initial movements screened by Dodge's troops. On April 30, Confederate Brig. Gen. Nathan Bedford Forrest's brigade caught up with Streight's expedition and attacked its rearguard at Day's Gap on Sand Mountain. The Federals repulsed this attack and continued their march to avoid further delay and envelopment. After a running series of skirmishes and engagements, Forrest finally surrounded the exhausted Union soldiers near Rome, Georgia, where he forced their surrender on May 3.

<sup>18</sup> Two earthen forts, Fort Boone and the larger Fort New Redoubt, were constructed by army engineers and civilian labor on the strategic heights overlooking the Kentucky River at Frankfort in 1863. On June 10, 1864, Union troops and local militia occupying Fort Boone successfully repulsed an attack on Frankfort by a contingent of Gen. John Hunt Morgan's Confederate cavalry and kept the city from falling into Confederate hands a second time.

<sup>19</sup> Goodloe, Albert T., *Confederate Echoes, A Soldier's Personal Story of Life in the Confederate Army from the Mississippi to the Carolinas* (Nashville: Smith & Lamar, 1907), pp. 364-366.

<sup>20</sup> Wiggins, Sarah Woolfolk, *The Scalawag in Alabama Politics, 1865 – 1881* (University, Alabama: University of Alabama Press, 1977), pp. 144, 145, 148.

<sup>21</sup> Crook, Charles M., "The Barbour County Background to the Election of 1872 and Alabama's Dual Legislatures," *The Alabama Review*, October 2003, p. 243.

<sup>22</sup> Roger, William, et al., *Alabama: The History of a Deep South State* (Tuscaloosa: The University of Alabama Press, 1994), p. 250.

<sup>23</sup> Fitzgerald, Michael W., "Republican Factionalism and Black Empowerment: The Spencer-Warner Controversy and Alabama Reconstruction, 1868 – 1800," *Journal of Southern History*, Vol. 64, August 1998, pp. 473-494.

<sup>24</sup> Fitzgerald, p. 476.

<sup>25</sup> Wiggins, p. 89.

<sup>26</sup> Goodloe, Paul Miller, *Goodloe Genealogy*, (Baltimore: Gateway Press, 1982), published for the author, p. E-87.

<sup>27</sup> Goodloe, P.M., p. E-119.

<sup>28</sup> Carden, Joy, *Music in Lexington before 1840*, published by the Lexington-Fayette County Historic Commission, 1980.





## From Out of the Ashes – the Joel Eddins House

JACQUELYN PROCTER REEVES

On August 26, 2007, Jack Burwell, local attorney and former member of the board of the Huntsville-Madison County Historical Society, presided over the official opening of the Joel Eddins' house. The ca. 1810 log home was rescued from destruction by time and elements and brought from Ardmore, Alabama to Burrirt on the Mountain. There it was reconstructed to look similar to the way it did when the Eddins family lived in it. The home was donated by Glenn and Wanda Walker, who own the property where the house once stood. Thanks to the Walkers and Jack Burwell, who spear-headed the project to raise money and oversee the project, this important piece of history will now be enjoyed by visitors to Burrirt on the Mountain. It is believed that this is the oldest log house in Madison County.<sup>1</sup> One source states that it is possibly the second oldest house, still standing, in the state of Alabama.<sup>2</sup> The website for Burrirt on the Mountain shows a fascinating pictorial of the old house, the process of dismantling it and transporting it to its present site



The home just before it was dismantled



The Eddins home after it was moved

(all photographs courtesy [www.burritonthemountain.com](http://www.burritonthemountain.com))

Joel Eddins arrived in Alabama, then part of the Mississippi Territory, from Abbeville District, South Carolina. He and his wife Judith had eight children: Sara, Benjamin, Willis, Daniel, Judith, Martha Jane, Durret, and Martha. At the time that Eddins' will was probated in 1836, his son Durret had already died.<sup>3</sup>

In 1844, the property was sold to Joseph Dawson, then to William Dawson, to Littleberry Freeman and David Watkins, and then to Thomas Shannon.<sup>4</sup>

At the time the house was built in about 1810, parts of it were constructed of yellow poplar. The windows were shuttered in those early days when glass window panes were a luxury, and the metal hinges were hand-forged.<sup>5</sup>

Joel's brother Benjamin Eddins bought 159 acres in Madison County in 1813 (it is now part of Limestone County). The community known as Center Hill was nearby. His two-story dogtrot was also made of yellow poplar logs with white ash floors. It was torn down in the 1950s.<sup>6</sup>

Benjamin Eddins had been a veteran in the American Revolution. Although born in Virginia, he had moved to the district in South Carolina known as Ninety-Six or 96. He belonged to a small group of patriots who strongly opposed the British, and as an outspoken member, he was arrested by the British and sent to a prison camp nearby.

His son William, about 16 at the time, who had already enlisted with the Patriots, had been arrested and was part of the same group of men bound for prison. While on their way to the prison camp, the guard who had arrested William and confiscated William's horse, stopped to take a few sips of whiskey. His musket was leaned against a tree. William waited until the guard was otherwise occupied. He grabbed the guard's musket, jumped onto his own horse, and rode home with lightning speed.<sup>7</sup>

After William arrived home, he hid the musket in a hollow log and ran inside the house. Knowing that the British would come back looking for him, he hid between the bed and the wall, along with another brother. Minutes after the British patrol arrived, they spotted the boys' feet under the bed and hauled them out. After much pleading by their mother, the boys were released.

As the patrol turned to leave the property, William, the foolhardy 16-year-old, grabbed the musket from the hiding place and fired at them. The

British later returned to the Eddins home and stole everything of value. In the process, Elizabeth Eddins was attacked and wounded with a sword. The home and all outbuildings were torched.

In the meantime, Benjamin Eddins remained at the prison camp. The Tory commander, Colonel John Cruger, offered Eddins his freedom, as well as money, in return for his extensive knowledge of the countryside. Colonel Cruger then offered him a commission in the British army, along with restitution for the burned property and belongings. Eddins refused and was threatened.

Another prisoner, who witnessed the event, said that Eddins made the following statement: "I am, sir, your prisoner, and consequently completely in your power. You may, if you see proper, inflict any cruelty your imagination can invent. If it suits your love of torture, you may hitch a horse to each of my limbs and tear my body into four pieces. Or you can cut out my heart and drain it of its last drop of blood; but, sir, my services belong to my country, and you can never command them."

Colonel John Cruger, described as an accomplished gentleman and generous soldier, released Eddins. Soon after, Benjamin Eddins and his son William officially joined the American Revolution and served under General Pickens.<sup>8</sup>

Benjamin Eddins died in 1818 and was buried near Limestone Creek. Unfortunately, his gravesite is now unknown. His son, William Eddins, came to Madison County shortly before his father's death and remained for the rest of his life. William was a well-loved Baptist preacher for some 40 years. At the time of his death in Lincoln County, Tennessee in 1837, someone said that "he had been a soldier of his country – he is now the soldier of Immanuel...."<sup>9</sup>

## END NOTES

<sup>1</sup> www.burritonthemountain.com

<sup>2</sup> Edwards, Christine and Axford, Faye, *Lure and Lore of Limestone County* (Tuscaloosa, Alabama: Portals Press, 1978), pp. 71, 72.

<sup>3</sup> Ibid.

<sup>4</sup> Ibid.

<sup>5</sup> Ibid.

<sup>6</sup> Ibid, pp. 65, 66.

<sup>7</sup> Application papers for Daughters of the American Revolution for the late Edith Robertson Dawson, Santa Clara, California, and numerous pieces of correspondence in the Eddins Family File, Huntsville-Madison County Library. Also, Thomas M. Owens' *Revolutionary Soldiers in Alabama*, online courtesy of Alabama Department of Archives & History: [http://www.archives.state.al.us/al\\_soldrs/first\\_pg.html](http://www.archives.state.al.us/al_soldrs/first_pg.html)

<sup>8</sup> Ibid.

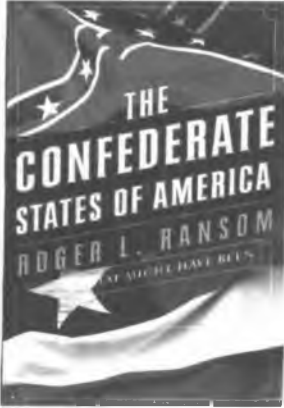
<sup>9</sup> Ibid.



## Book Review

### The Confederate States of America: What Might Have Been

By Roger L. Ransom



In *The Confederate States of America: What Might Have Been*, Professor Roger L. Ransom of the University of California, Riverside, has produced a very interesting work that is a cross between straightforward Civil War/Reconstruction history and fantasy. The term used is “counterfactual history” which is another way of saying “might-have-been history.” Whatever it is, it is not a lament about the Lost Cause. But, at times, fact and fiction are so interwoven that the reader has to say, “Wait a minute. That’s not the way I remember it.” Fortunately, however, Ransom has provided ample and expansive endnotes when the story takes over from reality, which is often.

One of the things that make history fascinating to many of us is speculating about how a relatively minor change of events could have worked a major impact on larger issues. In the case of the Civil War, we are tempted to wonder what the effect would have been if Stonewall Jackson had survived his wounds at Chancellorsville. Likewise, we can speculate about how, if any at all, the outcome of the War would have been changed if Robert E. Lee had pursued the advantage gained by his army on the first day of the Battle at Gettysburg. Ransom gives us his answers to both these questions and several others. Surprisingly, he has nothing to say about what the effect would have been if President Lincoln had not gone to Ford’s Theater, and virtually nothing to say about Andrew Johnson.

It would be a shame to take all the mystery out of this very enjoyable book, but the best is saved until the last. Would you believe representatives of the administrations of Presidents Theodore Roosevelt and Woodrow Wilson negotiating a peace treaty in 1918 after a brutal three-year war? If we think Reconstruction was bad, we have to wonder what it would have been like if it had been delayed until 1918.

This book was published by W. W. Norton & Co., Inc., 2005. It has 246 pages and sells for \$25.95. The ISBN number is: 0-3932-05967-7.

Reviewed by Hartwell Lutz



# Administration

## Statement of Purpose

The purpose of the Huntsville-Madison County Historical Society and *The Huntsville Historical Review* is to provide an agency for expression for all those having a common interest in collecting, preserving, and recording the history of Huntsville and Madison County. Communications concerning the society should be addressed to the President, P.O. Box 666, Huntsville, Alabama 35804.

*The Huntsville Historical Review* is published twice a year, and is provided to all current members of the Society. Annual membership dues are \$10.00 for individuals and \$18.00 for families. Libraries and organizations may receive the *Review* on a subscription basis for \$10.00 per year. Single issues may be purchased for \$5.00 each.

## Editorial Policy

The *Review* welcomes articles on all aspects of the history of Huntsville and Madison County. Articles concerning other sections of Alabama will be considered if they relate in some way to Madison County.

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