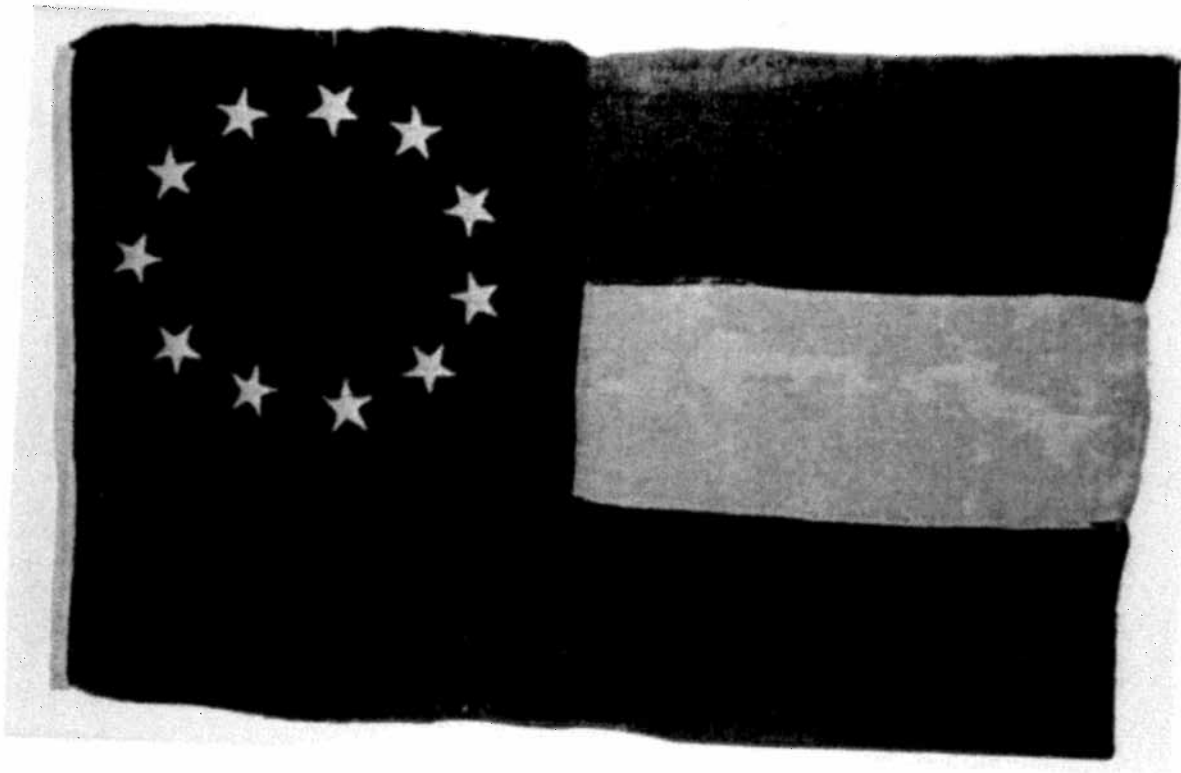


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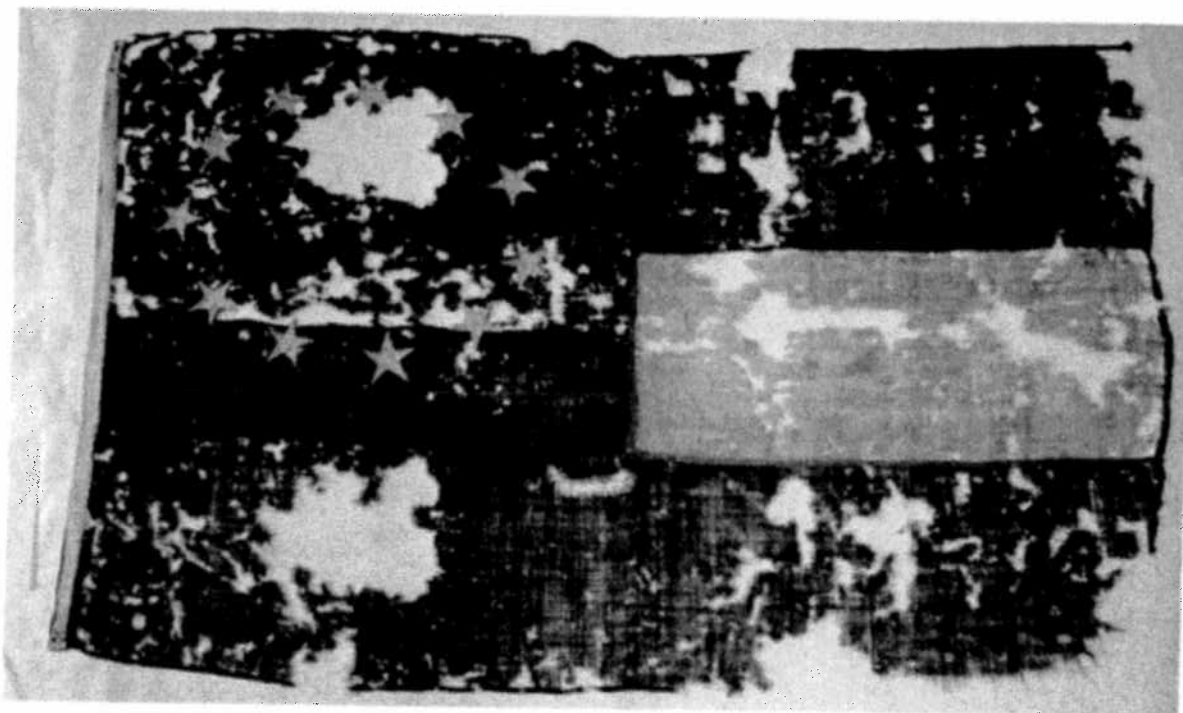
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# Conservation Report



Restored Boat Flag of the *CSS Teaser*

*Heritage Conservation, LLC*



### prerestoration

**Object:** Confederate regulation boat flag of the gunboat *CSS Teaser*

### Dimensions:

34" on the hoist, 55" on the fly

### Description:

This small boat flag is in the pattern of a Confederate First National flag with 11 stars in the canton. It is professionally hand sewn and is composed entirely of one layer of wool bunting. The blue canton measures 23"x26" and is composed of two different grades of bunting; the larger upper piece is a looser, open weave found typically on early flags from the 1790 to 1840 period. The lower canton piece is of high quality, as are the red and white, typical of imported British bunting of the Civil War period.

The high quality blue, red and white buntings are 36 yarns/inch, both directions. The loose blue weave upper portion of the canton is 28 yarns/inch both directions. The top red bar measures 11" x 27", the white bar the same, and the lower red bar 11"x 55." All are joined by hand sewing with ¼" wide flat fell seams with a running stitch, 5 per inch average, using a coarse 2S linen thread. A white 2S linen thread was used to sew the white bar; a tan 2S linen was used everywhere else except the stars.

The double appliqued cotton stars average 2 ½" across and are 5" apart on average, whip stitched on both sides with a fine 3S linen thread. A one inch coarse linen hoist was

overlapped on the leading edge and sewn with 2S linen thread paired to double-ply. The same paired thread was used to sew two eyelets for attachment. The hoist is inscribed "CSS Teaser..... 5Ft."

**Provenance:**

Client stated upon delivery that the flag was inscribed "S. Turner.....5Ft," as indeed appeared to be the case. After wet cleaning the highly soiled hoist, the complete inscription was revealed. Armed with that news, a provenance search proved quite revealing.

The flag was likely made in late 1861 or early 1862 at the Gosport Navy yard, Portsmouth, VA. It is unknown if this is the *Teaser's* first or only flag, however, it likely flew in the Battle of Hampton Roads, and was certainly the *Teaser's* last flag flown where she was shelled and captured by the USS *Maratanza* on July 4, 1862 at Turkey Bend in the James River. The crew struck colors and abandoned ship, rowing to the north side of the river with the flag. Elements of Company A, Cobb's Legion of Cavalry (CS) were watching along the river bank and somehow ended up with the flag, perhaps helping rescue the *Teaser's* crew.

The Richmond Hussars, Company A of Cobb's Legion, remained active in the post war years until the 1920's. They maintained the flag, and around 1900 Captain J.W. Clark of the Hussars loaned the flag to the Maryland Line Confederate Soldier's Home in Pikesville, MD, along with four other flags of Cobb's Legion. The *Teaser's* flag remained at the home until it closed, the last two residents dying in the 1920's.

Mathias Tunis was the last caretaker of the Veteran's Home and he ended up with the flag, giving it to his daughter, Elizabeth Tunis Colwill. Margaret J. Manke acquired the flag from Elizabeth and Edward Colwill in 1953.

Margaret Manke donated the flag to the Fall River Historical Society, Hot Springs, SD in 1975. The flag remained at the Fall River County Museum, also called the Fall River Pioneer Museum, until 1998.

The flag was deaccessioned in an auction to raise funds by then director, Paul Hickok, on May 16, 1998.

The husband of Sarah Anderson, since deceased, bought the flag at that auction. She consigned the flag to auction in June of 2014.

**Present Condition:**

This flag is intact as originally constructed except for the fly being shortened an estimated 5 inches and re-hemmed. The flag upon arrival here was covered in moth detritus: feces, cocoons, and broken bunting fibers. The flag had extensive dust and light soiling. The hoist inscription was barely noticeable. A diagonal dark blue stain on the upper red fly is evident and appears to be paint.

At some point the flag was stored in a neglected state and moth larvae caused extensive damage, perhaps consuming 15-20% of the flag. This neglect likely occurred at the Fall River Museum storage, as an accession tag from that institution indicates that it was donated in "good condition with minor repairs" in 1975.

Apart from the moth damage, the fibers are strong and supple and the colors are still bold. No previous conservation treatments are evident nor are there any fold creases. The flag was apparently recently stored rolled onto a tube, sandwiched in tissue paper.

At least six areas of period darning repair and a shortened fly are evidence of heavy use. The darning, done with a similar but lighter 2S linen thread, is found as follows: three places on the white bar, two on the lower red bar at hoist attachment, and one on the upper edge of the canton. This same repair thread was used on the entire fly edge where it was apparently trimmed even, rolled, and re-hemmed to a length of 55", 5" shorter than the inscribed "5 Ft."

#### **Treatments:**

Color photographs were taken of both sides. Microscope analysis was made of fibers and construction using a 40-80x stereoscope. Red and blue components were tested for color fastness and were found to be stable. Tests revealed an acidic pH of 4.5.

Coarse detritus was removed with tweezers and samples maintained. Fabric samples of the red and blue were taken from detached fibers around the largest hole in the canton and lower red bar for later testing if desired. The entire flag was then vacuumed, both sides, through a screen.

The linen hoist was first cleaned delicately with an Orvus paste solution using Q-tips only so as not to disturb the ink inscriptions. The flag was then sandwiched in a screen and soaked and rinsed in distilled water without soaking the hoist. The flag was then washed with Orvus Paste and added sodium laurel sulphate, and given four final rinses in distilled water. Subsequent pH tested 7.0.

The flag was placed on padding, the fibers aligned straight and air dried over 24 hours. A mounting board was prepared with poly batting covered with unbleached cotton muslin. Suitable colored fabrics were placed underneath and the flag was then pressure mounted using 3/16" plain acrylic.

The flag was then framed in a welded aluminum frame with an OP3 UV protective glazing on the outside. A ½" dead airspace separates the outer glazing from the inner acrylic.

#### **Details Analysis**

This is a relatively small size flag, a regulation size 14 Navy boat flag. Three of the fabric components of the fly are wool bunting of a high quality almost certainly from England obtained in the pre-war period. The larger upper part of the blue canton is a crude open weave bunting, almost certainly from the period 1790-1820. This piecing of different buntings for a small flag indicates a using up of available limited supplies on hand.

This flag is made in a professional manner, with quality fabrics and thread, indicating manufacture in a depot or naval yard, most likely Gosport in Portsmouth or Rockets in Richmond. All these repairs are of the period and indicate both heavy use, and a desire for continued use rather than replacement. The bold colors yet high wear indicate use in a high wind area, for shorter periods of time—like the winds in the Roads and lower James River.

#### **Conclusion:**

After a thorough physical examination, I can certify that this flag is without doubt a genuine Confederate First National flag made during the American Civil War. Furthermore, the clear evidence of extensive use, along with the detailed provenance, leave no doubt that this is the flag of the CSS *Teaser*. While I cannot certify that this is the Teaser's first flag or only flag, it was certainly the last flag flown aboard. With a "rescue" by Cobb's Legion on July 4, 1862 in an already used and repaired state, it is almost certainly the flag in use by the Teaser just four months earlier at the Battle of Hampton Roads.

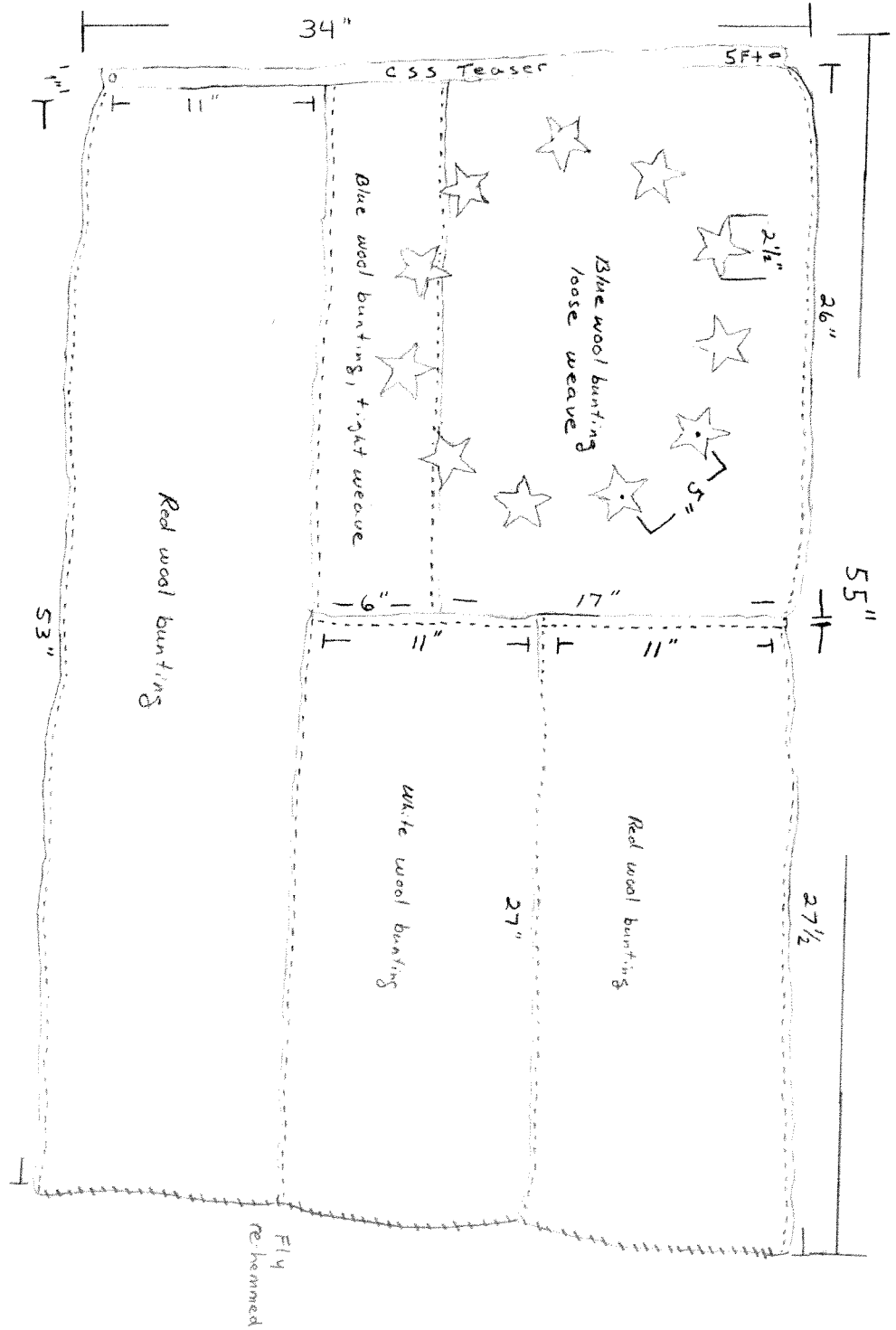
**Hanging and storage:**

The flag framed in a double glazed deluxe museum mount is quite heavy (over 100lbs). It is hung using a two piece aluminum channel cleat mount (included). Care should be taken to make sure the wall mount cleat is screwed to three studs.

Though this flag is protected with a UV protective glazing, damage from sunlight can still occur and the flag should never be exposed to direct sunlight. Ambient light exposure should be low. A shade or shroud should be mounted to cover the flag when not being viewed for long periods.

To best preserve the object, the temperature and humidity level should be kept fairly constant, with temperatures of less than 70 degrees and a relative humidity of 45% plus or minus 5%. Avoid hanging the object against an outside wall, or place spacers between the wall and the frame to prevent humidity transfer.

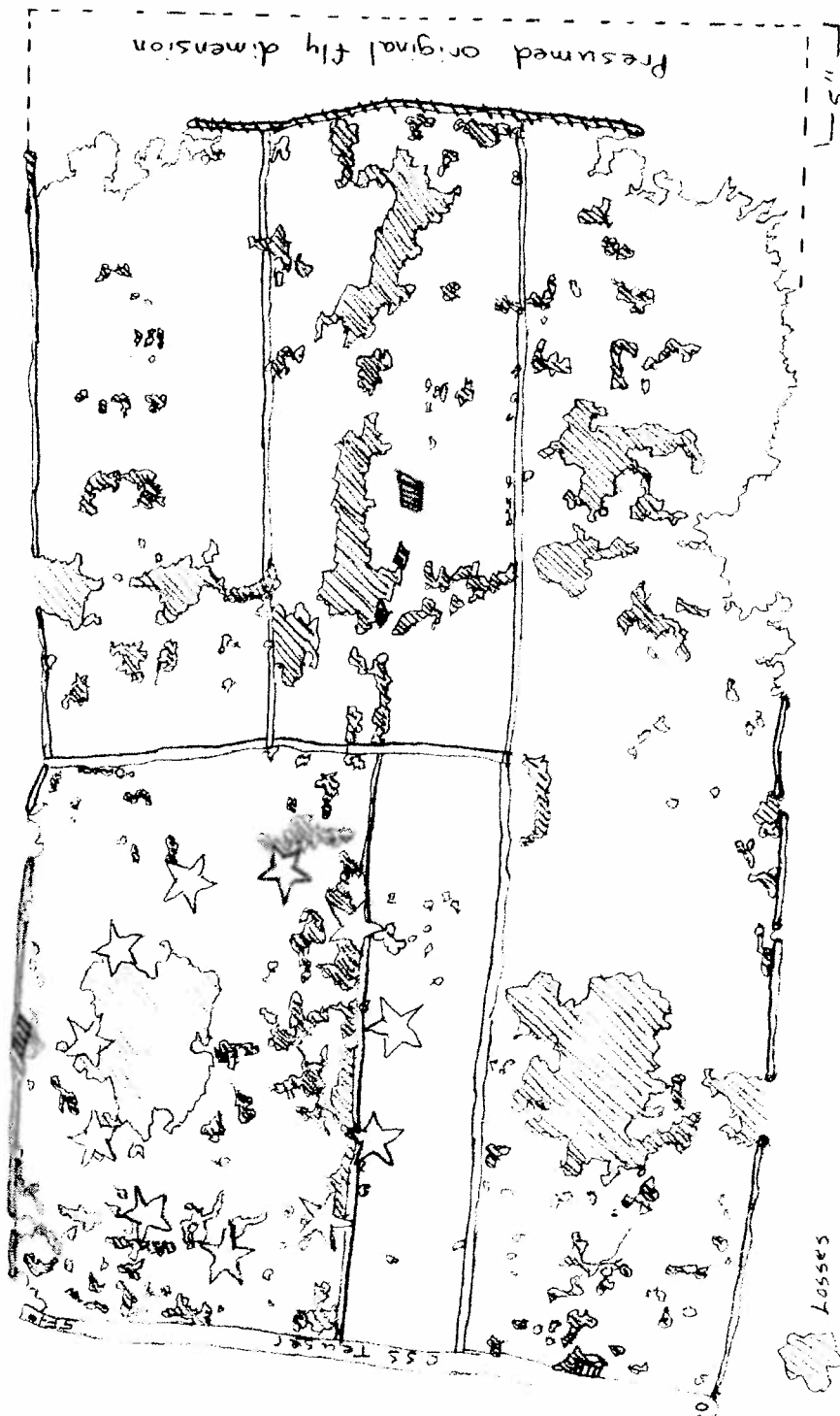
The OP3 outer glazing is a type of plexiglass, thus it is soft and may scratch so care must be taken during handling. Plexiglass should not be cleaned with ammonia based window cleaners. Use a special cleaner just for acrylics or water with a drop of liquid dishwater detergent can be used along with very soft rags (diapers or gauze). If paper towels are used they should be extremely soft.



All threads are tan 25 linen except  
for stars sewn with fine 35 linen  
Repair threads are white 25 linen

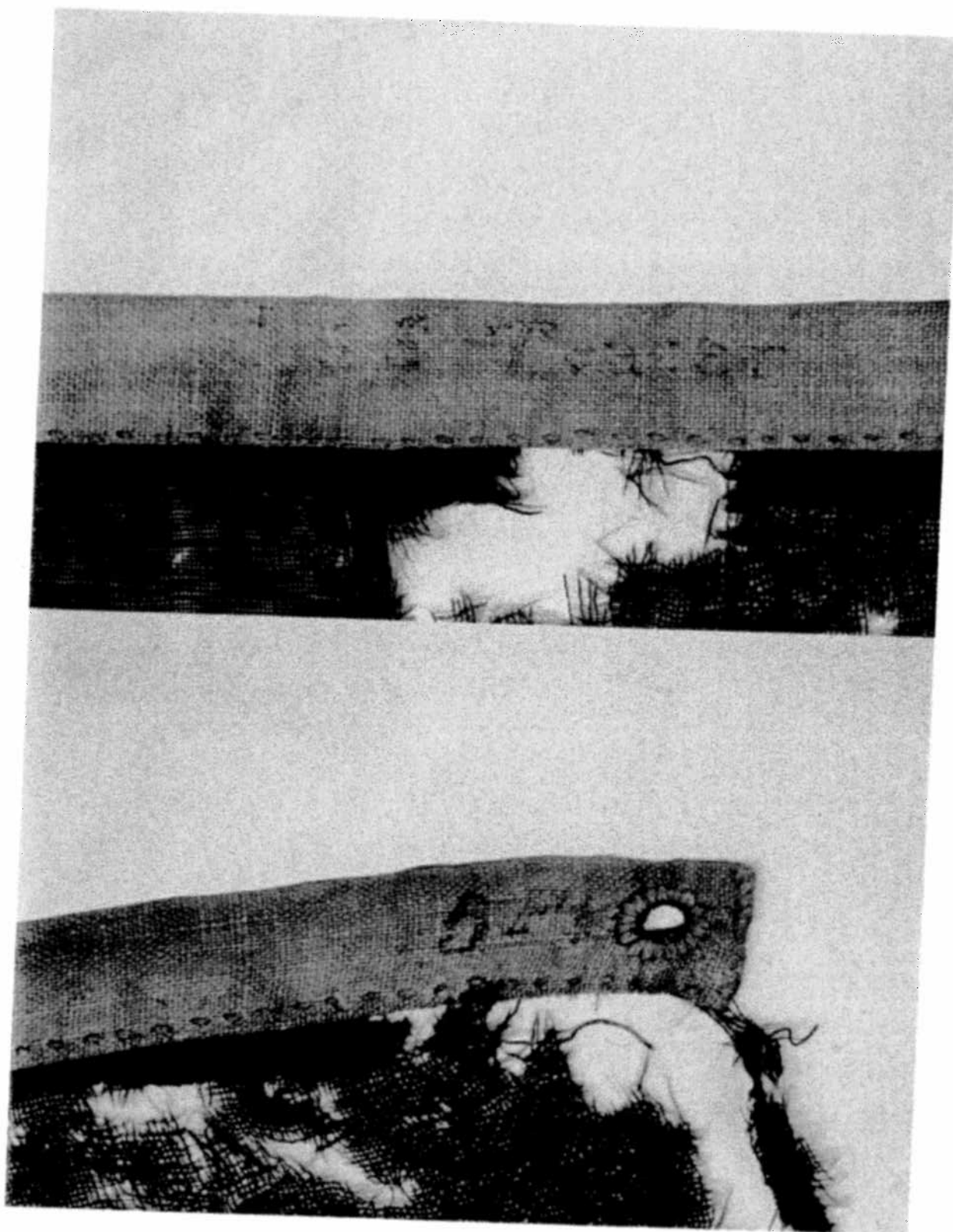
White bar thread is white

Current Condition

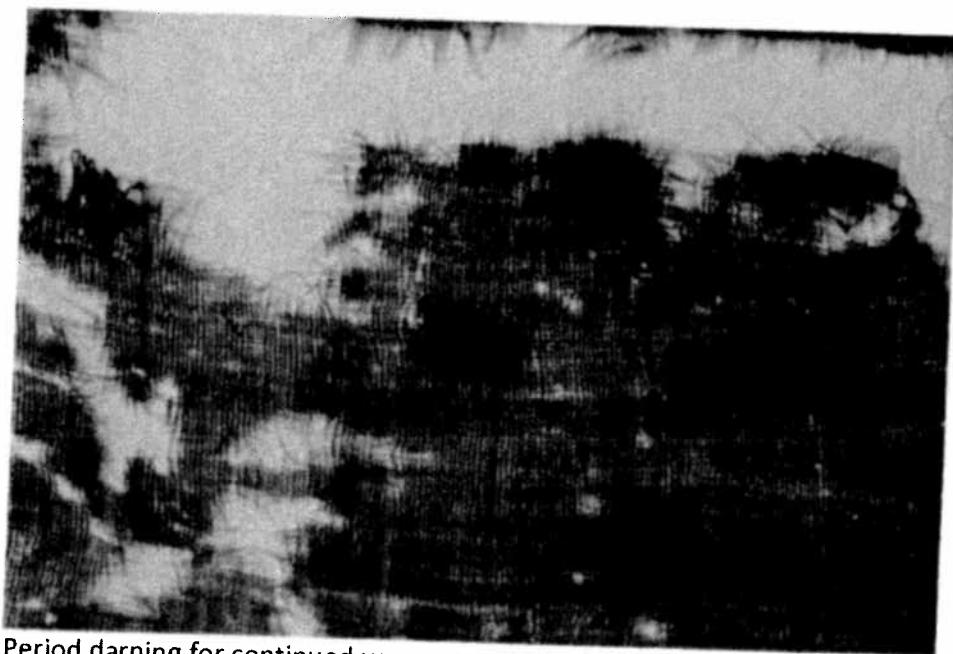


Losses

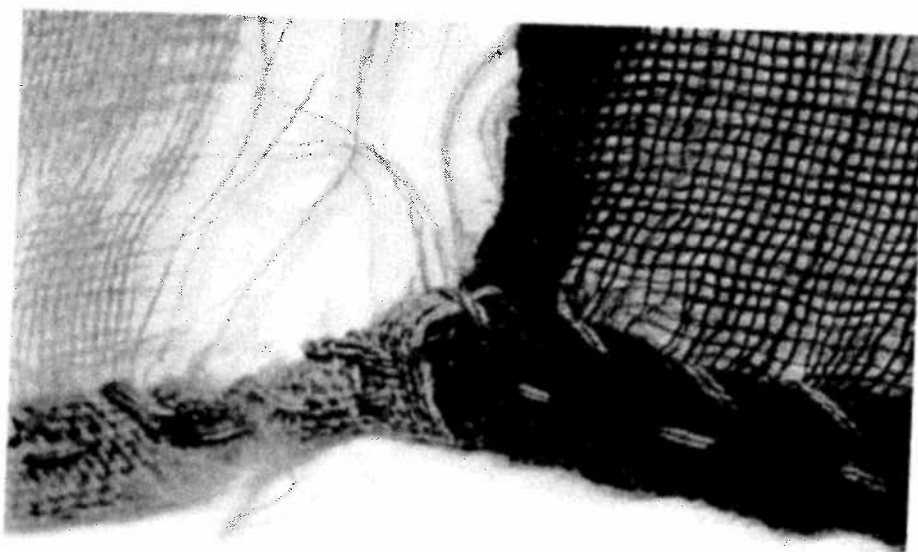
Period darning







Period darning for continued use



Fly re-hemmed with 2S linen repair thread

**The Teaser's flag was "rescued" by Cobb's Legion of Cavalry who witnessed the Teaser's capture from the river bank while in position against McClelland. On Thurs. July 3, 1862, Jeb Stuart ordered Cobb's Legion of Cavalry to take a position near Shirley Plantation on the James River, in rear of the enemy. They skirmished with the enemy at Haxall's Creek and Herring Creek (Harrison's Landing) on July 3 and 4 but came under attack from a gunboat. Afterward Francis Edgeworth Eve of Co. A [Richmond Hussars] quipped that "the gunboat's terrible firing forced us to believe that it would not do to charge ironclads, even on thoroughbreds."**

U.S.S. MARATANZA,

James River, July 4, 1862.

SIR: In obedience to your order I proceeded up the river this afternoon, accompanied by the Monitor, for the purpose of making a reconnaissance and ascertaining the force and position of the enemy in the neighborhood of Turkey Bend. Nothing was seen of the enemy until I opened the reach of the river at Haxall's, when I discovered an enemy's gunboat, which, as soon as she discovered my approach, opened fire. This I immediately returned, and on the third fire a shell passed through and exploded her boiler. The crew at once precipitately abandoned her, and on coming up I took possession, capturing everything on board, including public and private papers and effects, even the side arms of her officers, which I send herewith.

The capture proved to be the armed propeller Teaser, commanded by Hunter Davidson, late an officer of the U. S. Navy, and mounted one 32-pounder banded and rifled gun of 57 hundredweight, and one rifled 12-pounder, with ample supplies of ammunition.

We also captured a Confederate balloon, a quantity of submarine telegraphic wire, and other appliances for submarine batteries. *We saw from aloft a small squad of cavalry, but nothing to induce the belief that a force of any amount can exist in that vicinity. The troops seen were probably attracted by the firing.*

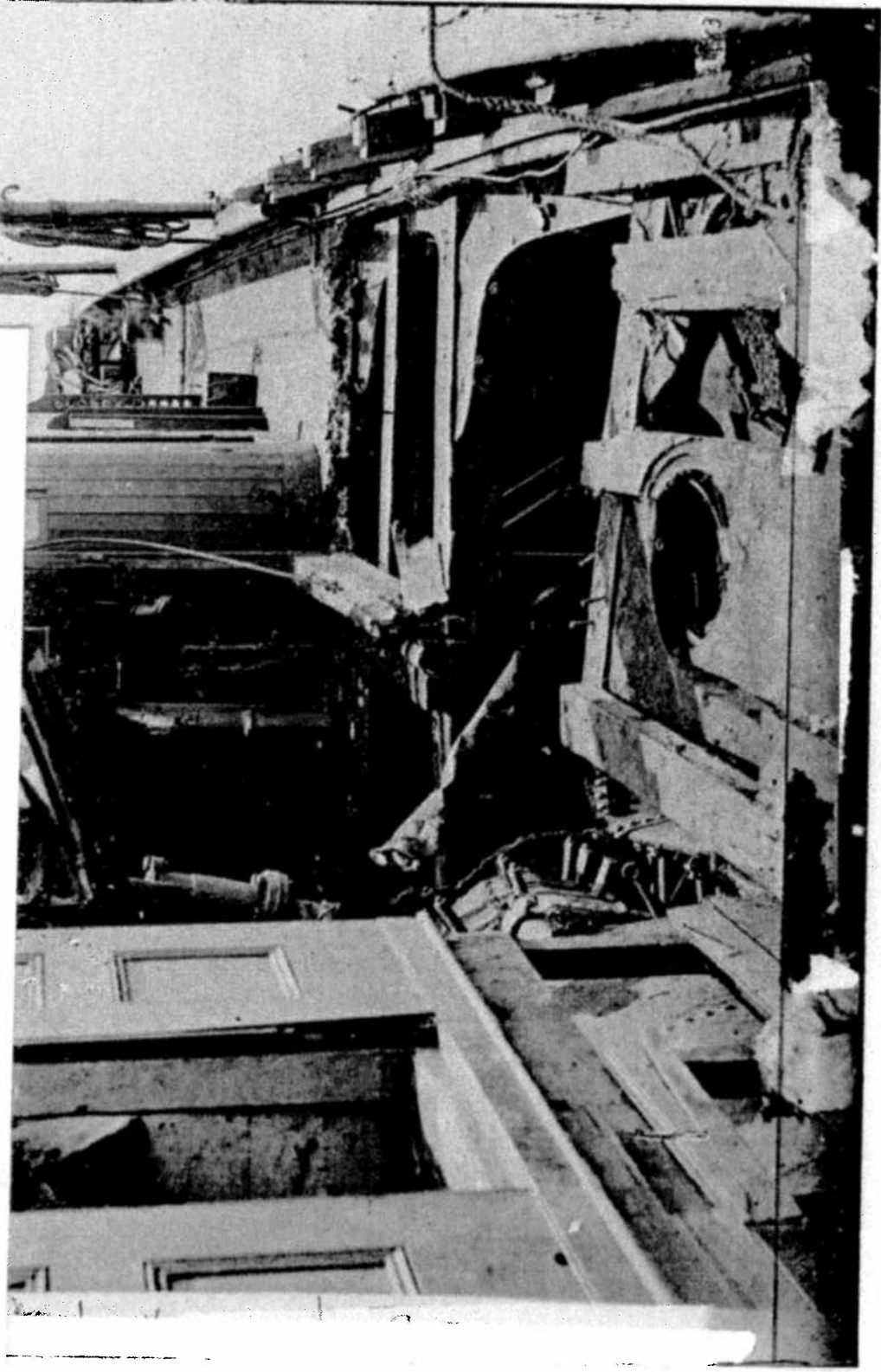
I returned with the prize to this anchorage.

I have the honor to be, very respectfully, your obedient servant,

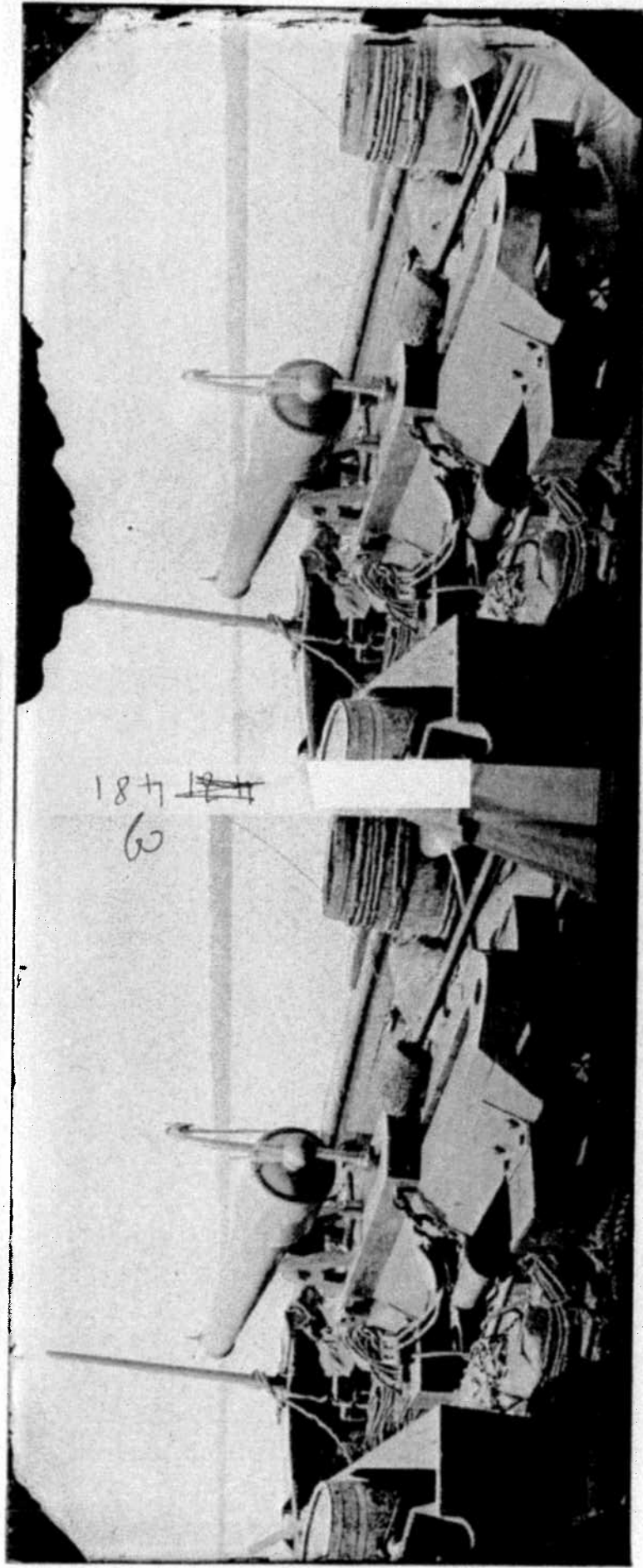
T. H. STEVENS,

Lieutenant, Commanding.

# **Damage to the boiler from the Maratanza's shot**



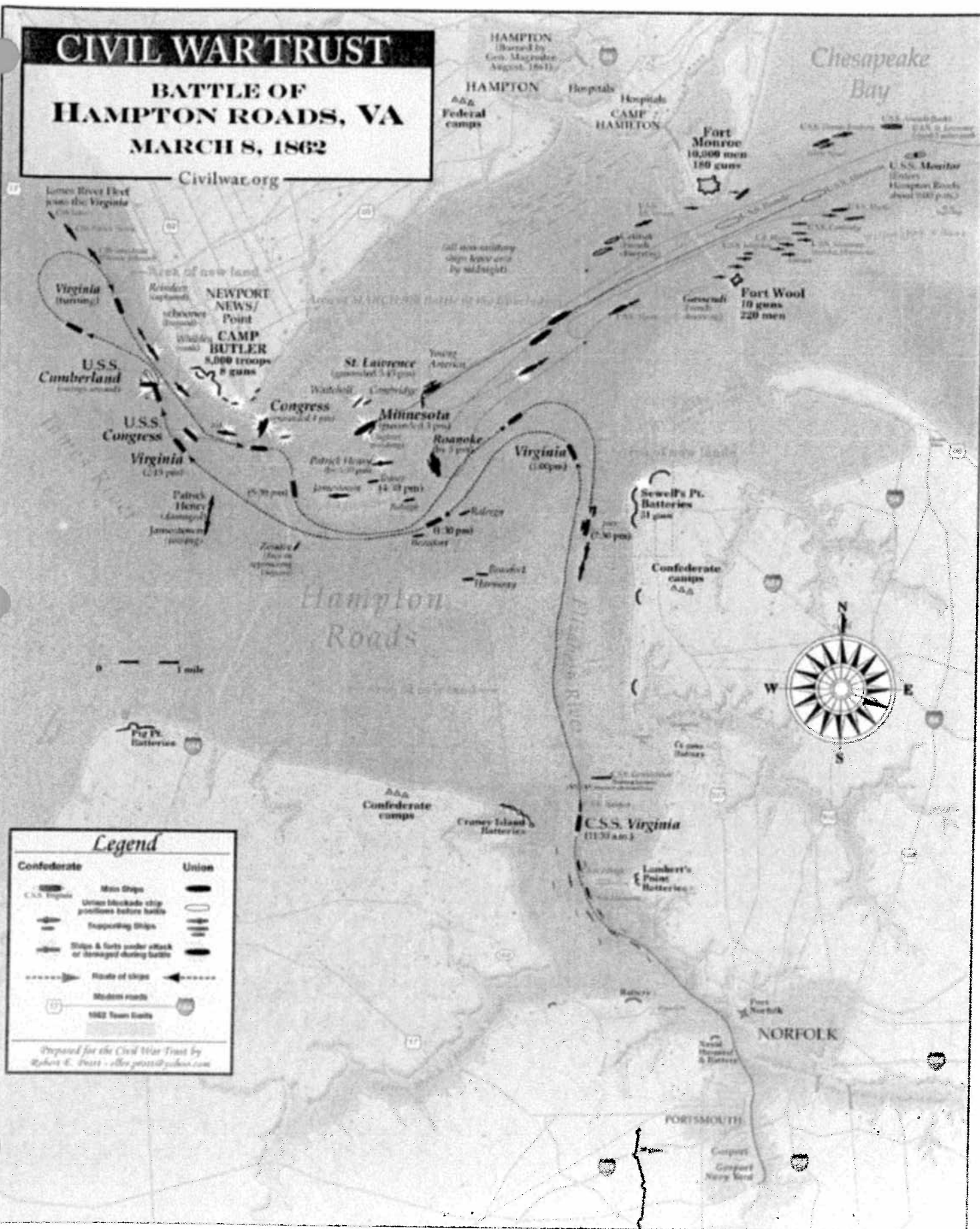
# Bow gun of the *Teaser*



# CIVIL WAR TRUST

## BATTLE OF HAMPTON ROADS, VA MARCH 8, 1862

Civilwar.org



### Legend

#### Confederate

#### Union

C.S.S. Virginia

Main Ships

Union blockade ship positions before battle

Supporting Ships

Ships & forts under attack or damaged during battle

Route of ships

Modern roads

1862 Team Trails

Prepared for the Civil War Trust by  
Robert E. Pratt - [robert.pratt@cwtrust.com](mailto:robert.pratt@cwtrust.com)



# **Captured by the USS Maratanza**

## **July 4, 1862 at Turkey Bend on the James River**

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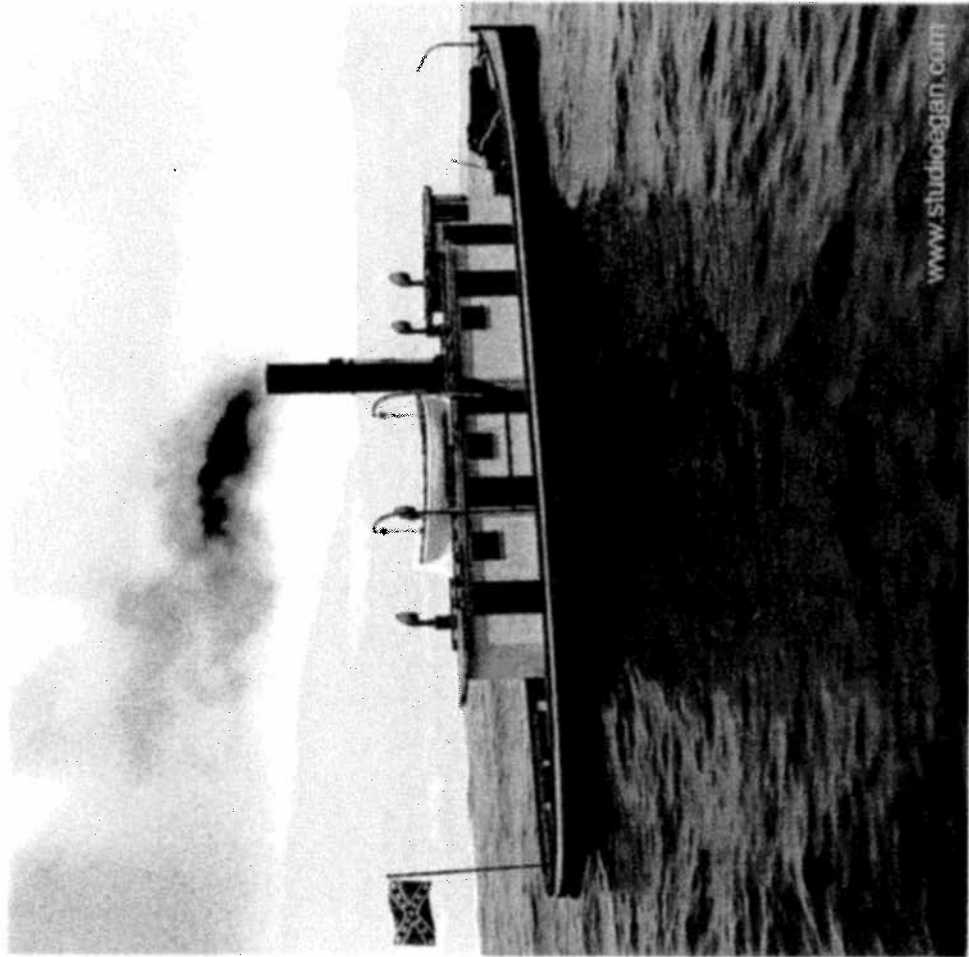
July 4 entry from log of USS Maratanza:

*...from 4 to 6 PM: Saw the Confederate gunboat Teaser, with Confederate flag flying aft and an all blue flag flying forward; commenced firing the forward pivot gun. Fired twice. Said steamer **hauled down her colors** and all hands deserted her. The last shell, which struck her amidships, caused the boilers to explode. Ran a hawser and hauled her off.*

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**Artist's rendering of the *Teaser*,  
a converted steam tug, first in the Virginia Navy in the  
summer of 1861, and later in the Confederate Navy's  
James River Fleet**

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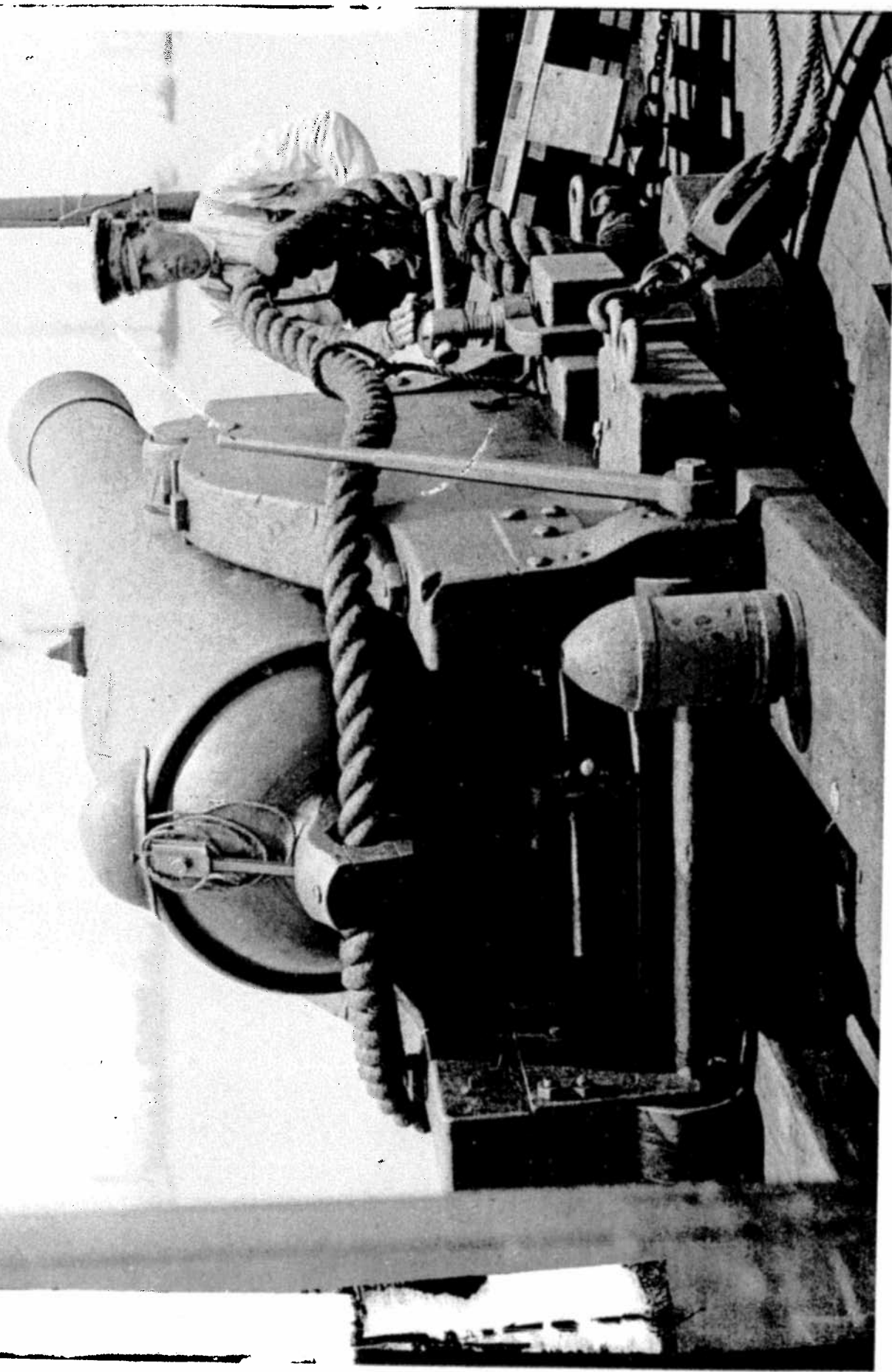
www.studiogagan.com





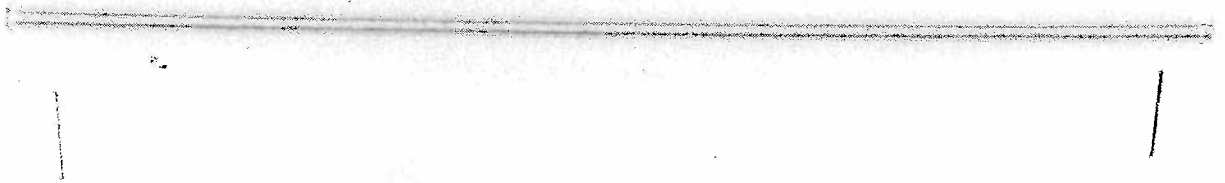


# Stern Gum of the *Teaser*





✓



## FIRST NATIONAL BOAT FLAG OF THE CSS TEASER – ARMED TUG, JAMES RIVER SQUADRON, CONFEDERATE NAVY

The recent appearance of the boat flag of the *CSS Teaser* is exciting on several levels. First, this is yet another example of a flag of the Confederate Navy, which pales in comparison to surviving flags of the Confederate Army in terms of numbers. Secondly, it is a boat flag, of which even fewer are around when compared to surviving naval First National flags. Lastly, this flag is significant due to its probable history of being flown during the famous Battle of Hampton Roads, Virginia when the famous ironclad, *CSS Virginia*, attacked the wooden warships of the Union Navy's blockading squadron as well as dueled with the U.S. Navy ironclad *USS Monitor*. As the first battle of iron clad warships, this is very significant in naval history.

The flag is also marked on the hoist edge, "CSS Teaser," along with "5 Ft."

### The CSS Teaser

According to the book, *Warships of the Civil War Navies*, by Paul H. Silverstone, the *CSS Teaser* began possibly as the *SS Wide Awake*, a tug built in Philadelphia in 1855. Historian John Coski, author of the only book on the James River Squadron of the Confederate Navy, states that the *Teaser* had actually been the *SS York River*, a screw (propeller) tug from Georgetown in the District of Columbia. The Commonwealth of Virginia purchased the ship in 1861. Virginia, between April and June 1861, had a state navy, created from former U.S. Navy warships captured when Virginia troops took control of the massive U.S. Navy yard at Gosport, Virginia, by Norfolk. Other vessels came from seizures in other locales and outright purchases. Such officers and vessels of that navy were tendered to the fledgling Confederate Navy in July 1861.

Coski further states that the *Teaser* was the only warship put into actual commission by the state, armed with two 32 pound rifled guns, one fore and one aft. Her commander was Lt. James Rochelle, a 20 year U.S. Navy veteran and Virginia native. His command time was short and he was replaced by Lt. Randolph Carter, another Virginia native and U.S. Naval Academy graduate. Deemed, "an unimpressive little warship," by historian Coski, the *Teaser* was typical of early warships that were used by the state and Confederates who were desperate to have something armed and floating to protect their huge coast line and numerous ports. She weighed only 64 tons and was a mere 80 feet long and was propeller driven. Assigned to the James River Squadron for the defense of Richmond she would play a big role in 1862 in early mine warfare and ballooning.

After her capture in July 1862 by the *USS Maratanza*, in a very one-sided fight, she became the *USS Teaser* and, with various changes in her armament, patrolled rivers from the Potomac to the Rappahannock, Nansemond and other places, shelling Confederate positions. During her war career she did capture one prize ship, the *Grapeshot*, in November 1862. She remained in U.S. Navy service until June 2, 1865, when she was decommissioned and sold into civilian service.

### Boat flags

The United States Navy created boat flags in 1818 although they lacked any official regulations for them until 1854. At that time five types of these flags were mandated with fly lengths from

six to ten feet. These flags were not assigned ensign rating numbers which would come later. By 1863, the U.S. Navy listed five flag sizes as boat flags using fly lengths of five, six, seven, eight and ten feet. These received ranking numbers based on the size and rating of each warship, in this case Ratings Ten through Fourteen. Boat flags were often used by the small launches of higher rated warships (like Ships of the Line, frigates, sloops of war, etc.) but were also used as the ensigns for smaller vessels like tugs. Starting in 1862, U.S. Navy changed the star count on these flags to thirteen; prior to that they carried sixteen stars with earlier models having even more.

Like most naval flags, these were made at the navy yard where a ship was typically ported. These yards contained full levels of ship supply from quartermaster, ordnance, sails and repair, engines and repair, and more. Flags were typically made at these yards from wool bunting purchased for that reason. Some surviving U.S. Navy boat flags are marked with the maker's mark of a specific yard.

### **Confederate Navy Boat Flags**

With the creation of the Confederate Navy in 1861, the vast majority of her officers were veterans of the U.S. Navy. Many were Annapolis graduates as well. Thus, the new navy carried forward with traditions and regulations that these officers were used to working with. This not only made sense, it made things much easier and allowed the new navy to be built much faster. Realizing that the U.S. Navy dwarfed the size of the fledgling Confederate Navy, a crash buying program took place seeking to secure boats and ships of many sizes which could be armed with from one to several guns. Of course, newly built ironclads would form the core of the navy for the protection of the coast line and crucial harbors.

While the Confederacy could manufacture quite a bit from its own resources and substantial industrial infrastructure, much needed to be imported from Europe. The Confederacy sent purchasing agents to various nations to secure arms, powder, lead, weapons and even warships and these items had to run the Union naval blockade into various ports. Along with commerce raiders, the protection of the ports became paramount in naval strategy and planning.

The Confederacy used several navy yards. Some were taken over from the U.S. Navy like the large yard at Gosport, Virginia by Norfolk and the yards in Charleston, South Carolina and Savannah, Georgia. Other navy yards were created close to ports and on some major rivers including the yards in Memphis, Tennessee, Selma, Alabama and Shreveport, Louisiana. These were often based close to manufacturing facilities which could make and repair steam engines, cast guns and roll armored plate, etc. These yards were designed in the same manner as those of the U.S. Navy in terms of sustaining warships that were based there. Much material was even captured from some former U.S. Navy yards later put to good use by the Confederates.

Included in this was imported British wool bunting. British bunting set the world standard for this type of cloth for it was strong and durable and was perfect for making naval flags as well as larger flags for forts, posts, garrisons, etc. The U.S. military imported British bunting for their own uses prior to and during the Civil War. American made bunting did not take hold until after the war was over so both sides in the Civil War depended on this imported cloth.

When Virginia state forces took Gosport in April, 1861, they captured hundreds of pieces of heavy artillery and their implements (later used in new forts protecting not only the coastline but also the inland rivers at places like Fort Donelson, Tennessee), small arms, powder and cartridges, signal lights and numerous flags. Not only were U.S. ensigns taken (including several boat flags) but also a large number of foreign flags used by the navy for saluting purposes. Also included was 130 "pieces" of wool bunting, in "assorted colors," that measured out to 5200 yards (a piece of bunting was roughly 40 yards). The captures of the Gosport yard were detailed in a report to the Virginia legislature in November 1861. According to the late flag historian Howard Madaus, this wool bunting went to making First National battle flags for the Confederate Army of the Potomac in the summer of 1861, flags for the Confederate Navy as well as the distinctive early 1862 battle flags for Gen. John Magruder's Army of the Peninsula.

The wool bunting used by warships was often of a looser weave than the bunting used to make unit colors. This allowed some air to pass through the flag while flying in a sea or land breeze adding to its length of use. As this supply dwindled over time, new bunting was brought in through the blockade including an even larger shipment in October, 1861.

It was from this bunting that the first flags for the Richmond based James River Squadron would be made as well as those for warships stationed at Gosport itself. This would include the flag of the *CSS Teaser* which home ported in Richmond initially. As detailed in the conservation report, two different types of bunting were used for this flag; a looser weave, typical of naval flags, and the tighter weave typical of unit colors.

The *1862 Regulations for the Navy of the Confederate States* created only four ratings of warships based on their sizes and crew. The Fourth Rating called for, "all other vessels having established compliments not exceeding seventy-five persons." This indeed differs from the fourteen ratings used by the U.S. Navy. They certainly had numerous smaller ships that did not qualify for even the Fourth Rating. However, while not specified in these regulations, based on surviving flags, the Confederates seemed to have retained the smaller boat flags system of the U.S. Navy even if nothing has yet been found that puts these flags into regulations.

The flag of the *CSS Teaser* bears an inked "5 ft" on its hoist edge. It was this designator that lead to my identification of this flag as being a five foot boat ensign. This corresponds to a Number Fourteen sized boat flag in the U.S. Navy regulations. These flags were to measure 2 ½ feet (30 inches) by 5 feet (60 inches) in size. The flag of the *CSS Teaser*, according to the conservation report, measures 34 inches on the hoist by 55 inches on the fly. The conservation reports suggests that at least five inches were removed from the fly edge of the flag, probably due to wear and tear, and a new edge hemmed. Thus, this flag is very close to the size specified in the Number Fourteen boat flag size even if the Confederate Navy never created similar regulations.

Bearing eleven white stars, the flag of the *CSS Teaser* was probably made sometime after early June 1861, when Tennessee was admitted as the eleventh Confederate state.

### **The Confederate First National Flag**

The Provisional Congress of the Confederate States was seated on February 4<sup>th</sup>, 1861 in Montgomery, Alabama, the new nation's first capital. Delegates from each state save Texas, whose members would arrive late, were sworn in. On February 9<sup>th</sup>, the Committee on Flag and

Seal, chaired by William Porcher Miles, was formed to handle the task of creating a flag for the new nation. There was an unstated deadline for the committee to do its work for on March 4, 1861, Abraham Lincoln would be inaugurated as the next president of the United States and the Confederacy wanted to have its new banner on at least one flag staff by then. Miles, from South Carolina, was the perfect choice for he was considered an expert in heraldry.

Designs poured in from across the South and as well as the north. The designs divided into several categories. One group, as Miles stated, were, "very elaborate, complicated or fantastical." These were rejected for being too complex; Miles' committee was seeking simple but striking. The largest grouping of flags resembled the Stars and Stripes of the United States with stars, stripes or bars and cantons. The second largest grouping used the Cross of St. George, the symbol of England, which was the dominant heritage of the new Confederacy. Several flags of this design came from Miles' state of South Carolina. A few flags bore a saltier, known today as the St. Andrews Cross, but only six such flags were submitted.

Ultimately, the committee settled on four models. One was designed by Miles, a red flag with blue diagonally crossed bars (a saltier of heraldry as he called it) with seven white stars. This was voted down being derisively called, "a pair of blue suspenders." It would return with a few more stars in September 1861 and later be adopted as the battle flag of the Army of Northern Virginia becoming the most famous of all Confederate flags. Another model bore a red field with a blue circle while yet another featured a blue canton with seven white stars and probably seven stripes (Miles wrote about it in 1872 and could not recall). The model chosen was designed by the flag committee itself as reported in period newspapers, "The flag originated from the Committee, and was not taken from any of the numerous models referred to them." This fact shoots down completely the post-war claims made by Orren Randolph Smith of North Carolina and Nicola Marschall of Alabama. These claims did not show up until well after the war and pitted the two states against each other. The Flag Committee's scrapbook rests in the National Archives and an examination of it will not yield either man's name as a flag contributor in 1861.

Miles, a fire eater, was not that happy with the flag but the deadline had arrived and on March 4<sup>th</sup>, 1861, Miles reported to the Provisional Congress the committee's choice, "Your committee, therefore, recommend that the flag of the Confederate State of America shall consist of a red field with a white space extending, horizontally, through the center, and equal in width to one-third of the width of the flag; the red spaces, above and below, to be the same width as the white; the Union blue extending down through the white space and stopping at the lower red space; in the center of the Union, a circle of white stars corresponding in number with the States in the Confederacy." The committee retained the typical red, white and blue colors of republican government.

Based on the committee's work, the Congress accepted the flag without passing a flag act to make it law probably due to the time factor and significance of March 4<sup>th</sup>. The winning design was sent to the sewing machine store of George Cowles and he had one made quickly for the flag raising ceremony later that day.

The flag was hoisted over the Alabama state capitol at 4 PM that afternoon by Letitia Tyler, granddaughter of President John Tyler. A plaque now marks where this took place. Miles later hoped that the flag be sent to Charleston to be hoisted over Fort Sumter if that post ever fell. The first flag of the Confederacy has not been located since and neither have the four models of the committee.



The design spread rapidly via the newspapers, north and south, many of whom just giving it a written description along with Miles' report and an account of the flag raising ceremony. Others actually offered drawings. The flag quickly became known as the Stars and Bars thanks to the press, the word "stripes," as used with the U.S. flag, falling into disfavor. Despite the careful description of what the flag should look like, the end of Jacksonian America made sure that numerous variations of the flag would come into existence. Most had circles of stars within the Union (canton) with new stars being added as new states seceded. Numerous examples exist with stars in rows, crescents, Latin and saltier crosses, curves and other interesting patterns, some of them suggested perhaps a little too much imbibing while the flags were being sewn. First National flags exist featuring one star to 17 stars, the most common being seven, eleven and fifteen stars (for the fifteen slave states). Some flags bore no stars at all instead using devices in the canton. Of all of the Confederate flag patterns, none had more variety than what has become known as the First National flag.

The banner also became the first battle flags for the Confederate Army and Navy. In fact, it was the only Confederate battle flag pattern that saw service from the very beginning of the war through its very end. While the army would use this flag through the end of the war, the Confederate Navy replaced it in mid-1863 with the adoption of the Second National flag.

### **The Flag of the CSS Teaser in Battle**

As stated in the conservation report, it is not known if this was the only flag made for, or used by, the *CSS Teaser*. The number of stars, as stated, indicates a post-June, 1861 manufacture date. If the vessel had any flags made in 1862 they should have borne thirteen stars, Missouri and Kentucky having joined the Confederacy in the Fall of 1861. With the shortened fly end, it is most likely that this flag saw action at both the Battle of Hampton Roads. According to its provenance, this flag was flying on the ship when she was captured in July 1862 but taken to safety by her crew.

The March 8<sup>th</sup> and 9<sup>th</sup>, 1862 engagement of the Confederate ironclad *CSS Virginia* altered naval warfare forever. She sailed out to break the Union blockade taking on the wooden ships *USS Cumberland*, *USS Congress* and the *USS Minnesota*. She was escorted by the *CSS Beaufort* and *CSS Raleigh*, both wooden gunboats. Although heavily outgunned by the Federal warships, the iron plating of the *Virginia* kept her in the fight and by day's end the *Cumberland* was sunk, *Congress* on fire and the *Minnesota*, grounded, was being badly punished.

A period description of the flags for this flotilla includes these flags being noted:

*CSS Virginia* – A seven star First National ensign at the stern (probably the flag in the collections of the Chicago Historical Society) and what has been called "a black flag," probably deep red for Flag Officer Franklin Buchanan as flotilla commander, at the fore flag staff on top of the casement. The *Norfolk Day Book* on March 10<sup>th</sup> described the flag as being red. The Confederate navy, like the U.S. Navy, had adopted colored flags of blue, red and white for the three rankings of Flag Officers (commodores) with each color signifying seniority in this order of first through third.

*CSS Beaufort* and *CSS Raleigh* – According to the *Philadelphia Inquirer* of March 11, 1862, "They all carried the Confederate flag at the stern." Due to the rating of these two ships, these

ensigns would also have been classified as boat flags. The flag of the *CSS Raleigh* has not been located today.

However, an additional flag, for at least one of these ships, was also noted, "The gunboats had a French flag at the masthead..." Indeed, William Parker, of the *CSS Beaufort*, recorded in his memoirs, "...we fired the first gun of the day, and at the same time hoisted the battle flag we had used at Roanoke Island at the mast-head. This flag resembled the French flag – it was, I think, the colors reversed. It was devised by Commodore Lynch and was used by his squadron. The men were all for hoisting it." Captain John Marsten, of the *USS Roanoke* noted in his official report, "It was the impression of some of my officers that the rebels hoisted the French flag."

The "French" flag is actually the ensign for the Confederate Revenue Service. Created on March 16, 1861 by the Congress to collect the tariffs and import duties for the Confederacy, this service, patterned after the U.S. Revenue Service (now the U.S. Coast Guard), created its distinctive flag on April 2<sup>nd</sup>, 1861. It was indeed identical to the flag of France; vertical blue bar along the hoist, vertical white bar in the center and a vertical red bar on the fly. The addition of seven white stars on the blue bar made it different however. Howard Madaus posited that the Revenue Service flags could have been made from the several French flags captured at Gosport. This is evidence that at least one of these ships had done some duty as revenue cutters, probably in North Carolina from whence they came.

Also arriving to reinforce this flotilla were three ships of the James River Squadron; *CSS Jamestown*, *CSS Patrick Henry* and the *CSS Teaser*. All three vessels were engaged on March 8<sup>th</sup>, 1862, in particular against the *USS Congress*, as well as the next day when the *CSS Virginia* tangled with the turreted U.S. Navy ironclad, *USS Monitor* which was protecting the *USS Minnesota*. *CSS Teaser* is mentioned with high praise in some of the official reports of the two days at Hampton Roads, firing on these Union warships as well as shore batteries. These ships also received the thanks of the Confederate Congress on April 12<sup>th</sup>, 1862 by resolution. It is most likely that the flag being offered flew at her stern flag staff.

### **The Capture of the *CSS Teaser***

The *CSS Teaser* was soon armed with a second gun at the stern. She became, for lack of a better term, an "aircraft carrier," by hoisting a balloon to observe Federal movements along Virginia's peninsula. A huge Union Army under General George McClellan, with Fortress Monroe at the tip of the Peninsula as his base, had begun a movement up the Peninsula towards the Confederate capital of Richmond. The James River Squadron was called upon to protect the Confederate right flank on the James River. Unfortunately for the *CSS Virginia*, when the naval base at Norfolk had to be abandoned due to this union movement, she was blown up as her draft was too deep to go upriver.

The *CSS Teaser* also laid mines, called "torpedoes" back then, seeking to obstruct the James River thus preventing any Union warships from sailing up to the rebel capital. These were tied into a series of defenses from sunken blocking ships to mines to heavily armed forts on the bluffs above the river, particularly at Drewry's Bluff. The cooperation between the navy and army in defending this part of Virginia showed great unity of purpose. While doing this duty, *CSS Teaser* was also used to tow vessels loaded with lumber and other supplies back towards the capital. On April 11<sup>th</sup>, 1862, *CSS Teaser* assisted in capturing several Union transports.

After McClellan's defeat in the Seven Days Battles by Robert E. Lee's Army of Northern Virginia, he began to retreat back down the Peninsula. His left flank was screened by several Union warships in the James River. On July 4<sup>th</sup>, 1862, while operating off Harrison's Bar in the James River, the *Teaser* came under the attack of the new Union warship *USS Maratanza*.

Significantly larger than the *Teaser*, she was propelled by two side wheels as well as sails. She bore six guns, two of which exceeded the size of the *Teasers* in both range and shell weight. Lt. Commander T.H. Stevens of the *Maratanza*, described her flags, "the Confederate flag flying aft and an all-blue flag flying forward." The former flag is the one being offered at auction while the latter flag is one of the flag officer rank flags. However, the *Teaser's* skipper was Lt. Hunter Davidson, so this flag is an enigma as it was not used by officers of his rank. It is also missing today.

CSS *Teaser* opened fire first with her bow gun but a shot from the *Maratanza* hit her boiler which exploded. The crew abandoned ship and she was captured. The capture report mentions the taking of electric wire for torpedoes, a balloon, and other items. She was taken under tow back to Washington Navy Yard a week later and repaired as the *USS Teaser*, whereupon she finished the war in Union service.

As her crew abandoned their stricken ship, they brought along the flag. Onshore, operating under the orders of Confederate cavalry commander James E.B. Stuart by pursuing retreating Federal troops, was a portion of the Cobb's Georgia Legion Cavalry Battalion. Raised in 1861 by Colonel (later Brigadier General) Thomas Reade Rootes Cobb with infantry, artillery and cavalry components, these units were soon broken up with each serving as individual battalions and batteries for the rest of the war. Later expanded with the addition of six new companies, Cobb's Legion Cavalry Battalion was renamed the 9<sup>th</sup> Georgia Cavalry.

No doubt attracted by the firing on the river, the Georgia troopers of Company A, the elite Richmond Hussars, a pre-war militia cavalry unit from Augusta, Georgia that formed part of this cavalry battalion, arrived in time to see the firing between the Union and Confederate ships. As one member explained, "The gun boat's terrible firing forced us to believe that it would not do to charge ironclads, even on thoroughbreds." Somehow, the *Teaser's* flag ended up with the Richmond Hussars as they helped rescue the crew. It would remain in their care for many years to come.

This action is not mentioned in Col. Cobb's nor Stuart's official reports of this time frame but the action on the river is accounted for in the recent unit history on Cobb's Legion Cavalry Battalion.

## Post War History

According to the provenance accompanying this flag, it was retained by members of the Richmond Hussars until about 1900 when Captain J.W. Clark of the Hussars loaned the flag to the Maryland Line Confederate Soldier's Home in Pikeville, Maryland. Clark was active in Confederate veteran's organizations and the Hussars who reformed after the war and continued serving Georgia until the early 20<sup>th</sup> Century. Originally an old U.S. arsenal, the home was designed as a place for Confederate veterans to live out their remaining days, this site also became an extensive Confederate museum of sorts with hundreds of artifacts loaned and donated to it over time. This included a large number of flags, many of them initially for Maryland Confederate units.

According to the provenance and the book on the history of the Maryland Line Confederate Soldier's Home by noted Maryland historian Daniel Toomey, Capt. Clark loaned the flag of the *CSS Teaser* to the home along with the colors of Cobb's Legion (probably the cavalry battalion), 7<sup>th</sup> Georgia Cavalry, Cobb's Brigade headquarters flag and the flag of Stamford's Mississippi Battery.

The home closed in 1932, the last superintendent, Theophilus Tunis, having passed away. Tunis was a Confederate cavalry veteran and took over the home in 1925. As the home was closed, its last two veterans were put into private homes in nearby Baltimore, the relics that remained were dispersed, many back to the states from whence they came while some cannot be located today. Somehow Tunis retained the flag of the *CSS Teaser* giving it to his daughter, Elizabeth Tunis Colwill. In 1953, the flag was obtained from Colwill by Margaret Manke who then donated it to the Fall River Historical Society in Hot Springs, South Dakota in 1975. On May 16, 1998, the flag was de-accessioned by the museum and sold to raise funds. The flag was purchased by the husband of Sarah Anderson who, in turn, consigned it to auction in June 2014 where it was sold to a collector.

This flag is now being offered by James D. Julia Auctions.

### **Existing Confederate Navy First National Boat flags**

It would be useful to survey how many of these boat flags for this pattern still remain. As stated earlier, the majority of surviving CS Navy First National flags are larger to full sized ensigns. As follows:

*CSS Alabama* – 8 stars – 64 inches by 112 ½ inches (roughly corresponds to a Number Ten Rating) – Alabama Department of Archives and History

*CSS Beaufort* – 8 stars – 24 inches by 48 inches (approximately) (roughly corresponds to a Number Fourteen Rating but smaller) – Ex-Chicago Historical Society, now private collection.  
NOTE: This flag may have been in the naval action at Hampton Roads as well.

*CSS Curlew* – 9 stars (laid out in three rows of three) – 25 inches by 43 inches (roughly corresponds to a Number Fourteen Rating but smaller) – private collection

*CSS Ellis* – 12 stars (laid out in three rows of four) – 27 inches by 53 inches (roughly corresponds to a Number Fourteen Rating) – United States Naval Academy Museum

*CSS Gaines* – 11 stars – 50 inches by 84 inches (roughly corresponds to a Number Eleven Rating) - Maryland State Museum

*CSS Signal* – 11 stars – 34 ¾ inches by 67 inches (roughly corresponds to a Number Thirteen Rating) – Confederate Memorial Hall, New Orleans

*CSS Sue* – 7 stars – 54 ½ inches by 76 ½ inches (roughly corresponds to a Number Eleven Rating) – State Military Museum of New York

*CSS Virginia* – 7 stars – 24 ¼ inches by 35 ½ inches (shorter by 25 inches for a Number Fourteen Rating boot flag) – U.S. Naval Academy Museum

Unknown ship – 11 stars – 53 inches by 96 inches (88 inches remain). (This is marked “Ft Ensign” which corresponds to a Number Eleven Rating boat flag) - Petersburg National Battlefield

Unknown ship – 7 stars in horseshoe pattern – 34 ½ inches by 50 ½ inches (roughly corresponds to a Number Fourteen Rating). Captured near New Orleans by the USS Itasca - Private collection.

To compare to the Number Fourteen Rating flags of the CSS *Teaser*, only five other similar sized flags have been located to date, that of the *Teaser* now becoming the sixth such flag. This most certainly adds to its rarity.

## Conclusion

The flag of the CSS *Teaser* is clearly marked with its name and size. Coupled with the conservator's analysis and report, there is no doubt that this flag is authentic to the Civil War. Assuming that this was the only flag used by that Confederate warship it very likely flew in the famous naval battle of March 8<sup>th</sup> and 9<sup>th</sup>, 1862 where an ironclad warship shattered wooden hull war ships forever and a duel, albeit a draw, was fought between two ironclad warships a day later. Both changed naval history forever. Thus, this banner would be a welcome addition to any serious collection.

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Additional research by Josh Phillips

## THIRTEEN STAR CONFEDERATE FIRST NATIONAL FLAG WITH 5<sup>TH</sup> MICHIGAN CAVALRY CAPTURE HISTORY

The secession of Southern states began in December, 1860 and carried into January 1861. By month's end, seven states had left the Union; South Carolina, Georgia, Alabama, Mississippi, Louisiana, Texas and Florida. In February, 1861, delegates from these states gathered in Montgomery, Alabama to form a new government, lay out a constitution, elect a president and legislature and provide for the military defense.

The Provisional Congress of the Confederate States was seated on February 4<sup>th</sup>, 1861 with delegates from each state save Texas, whose members would arrive late. After swearing in the members, the first order of business was to establish a constitution for the new nation. On February 9<sup>th</sup>, the Committee on Flag and Seal, chaired by William Porcher Miles, was formed to handle the task of creating a flag for the new nation. There was an unstated deadline for the committee to do its work for on March 4, 1861, Abraham Lincoln would be inaugurated as the next president of the United States and the Confederacy wanted to have its new banner on at least one flag staff by then. Miles, from South Carolina, was the perfect choice for he was very knowledgeable in heraldry.

Designs poured in from all over the South and as well as from the north. On each day of the congress new designs were championed on the floor in the public sessions to great applause before being turned over to Miles' committee. The designs divided into several categories. One group, as Miles stated, "are very elaborate, complicated or fantastical." These designs included the eye of God with his hand coming from a cloud, flags that looked like European coats of arms, with cotton plants or other interesting devices. These were rejected for being too complex; Miles' committee was seeking simple but striking. The largest grouping of flags resembled the Stars and Stripes of the United States with stars, stripes or bars and cantons. The second largest grouping used the Cross of St. George, the symbol of England, which was the dominant heritage of the new Confederacy. Several flags of this design came from Miles' state of South Carolina. A few flags bore saltier, known today as the St. Andrews Cross, but only six can be so documented, five times less numerous than those with the English cross.

Ultimately, the committee settled on four models. One was designed by Miles, a red flag with blue diagonally crossed bars (a saltier of heraldry as he called it) with seven white stars. This was voted down being derisively called, "a pair of blue suspenders." It would return with a few more stars in September 1861 and later be adopted as the battle flag of the Army of Northern Virginia becoming the most famous of all Confederate flags. Another model bore a red field with a blue circle while yet another featured a blue canton with seven white stars and probably seven stripes (Miles wrote about it in 1872 and could not recall). The model chosen was designed by the flag committee itself as reported in period newspapers, "The flag originated from the Committee, and was not taken from any of the numerous models referred to them." This fact shoots down completely the post-war claims made by Orren Randolph Smith of North Carolina and Nicola Marschall of Alabama. These claims did not show up until well after the war and pitted the two states against each other. The Flag Committee's scrapbook rests in the National Archives and an examination of it will not yield either man's name as a flag contributor in 1861.

Miles, a fire eater, was not that happy with the flag but the deadline had arrived and on March 4<sup>th</sup>, 1861, Miles reported to the Provisional Congress the committee's choice, "Your committee, therefore, recommend that the flag of the Confederate State of America shall consist of a red



field with a white space extending, horizontally, through the center, and equal in width to one-third of the width of the flag; the red spaces, above and below, to be the same width as the white; the Union blue extending down through the white space and stopping at the lower red space; in the center of the Union, a circle of white stars corresponding in number with the States in the Confederacy." The committee retained the typical red, white and blue colors of republican government.

Based on the committee's work, the Congress accepted the flag without passing a flag act to make it law probably due to the time factor and significance of March 4th. The winning design, a model made for the occasion, was sent to the sewing machine store of George Cowles and he had one made quickly for the flag raising ceremony later that day.

The flag was hoisted over the Alabama state capitol at 4 PM that afternoon by Letitia Tyler, granddaughter of President John Tyler. A plaque now marks where this took place. Miles later hoped that the flag be sent to Charleston to be hoisted over Fort Sumter if that post ever fell. The first flag of the Confederacy has not been located since and neither have the four models of the committee.

The design spread rapidly via the newspapers, north and south, many of whom just giving it a written description along with Miles' report and an account of the flag raising ceremony. Others actually offered drawings. The flag quickly became known as the Stars and Bars thanks to the press, the word "stripes," as used with the U.S. flag, falling into disfavor. Despite the careful description of what the flag should look like, the end of Jacksonian America made sure that numerous variations of the flag would come into existence. Most had circles of stars within the Union (canton) with new stars being added as new states seceded. Numerous examples exist with stars in rows, crescents, Latin and saltier crosses, curves and other interesting patterns, some of them suggested perhaps a little too much imbibing while the flags were being sewn. First National flags exist featuring one star to 17 stars, the most common being seven, eleven and fifteen stars (for the fifteen slave states). Some flags bore no stars at all instead using devices in the canton. Of all of the Confederate flag patterns, none had more variety than what has become known as the First National flag.

The banner also became the first battle flags for the Confederate Army and Navy. In fact, it was the only Confederate battle flag pattern that saw service from the very beginning of the war through its very end. Most of the company level colors issued to newly raised units from 1861 to early 1862 were based on the First National flag. Some had the unit name on them (typically on the white bar) while others also added or used instead patriotic slogans, the latter offering connections with the people at home which these locally raised units were defending.

The flag in question being offered for sale currently falls into the category of one being made due to the taste of its creator only following some of the basic rules of what the flag should look like. In this case, the blue canton (union) only goes down to the top of the white bar instead of going through it to the top of the lower red bar as prescribed. Additionally, the canton also extends slightly above the top red bar, which is somewhat unusual. Usually these flags were quite uniform in manufacture all around being nice and neat rectangles. For the sake of this letter I will call these "flags with shortened cantons."

In 1990, when the late Howard Madaus wrote to a collector about a flag he owned that falls into the category of shortened cantons, he knew of only two such flags. However, over the years

more have turned up. The following is a listing of known flags with shortened cantons divided into two groupings.

#### **First National flags with cantons that stop at the white bar**

- 1) The flag in question, taken by the 5<sup>th</sup> Michigan Cavalry. 13 stars. Dark blue fringe on the fly end and bottom of the flag. The slogan "Liberty or Death" is in the center white bar.
- 2) 13 star flag taken at Tupelo, Mississippi – private collection
- 3) 38<sup>th</sup> Georgia Infantry, Co. B, Milton Guards – 12 stars. Name of the unit and slogan, "Victory or Death" on the flag – private collection
- 4) 11<sup>th</sup> Kentucky Cavalry – 11 stars – Western Kentucky University Collection
- 5) Fort Jackson, Louisiana – large fort flag – 7 stars – Museum of the Confederacy No. 998.4.1
- 6) Unknown unit, captured in Louisiana by the 8<sup>th</sup> Vermont Infantry – 11 stars (six pointed) – St. Albans Historical Society, Vermont

Another variant similar to the above flags also exists. In these, the blue canton extends somewhat into the white bar but not all the way down to the top of the lower red bar.

#### **First National flags where the canton extends slightly into the white bar**

- 1) 11 ½ stars, unknown unit – private collection
- 2) First National with no stars in the canton – ex-Norm Flayderman catalog – captured at Red Church, LA by the 21<sup>st</sup> Indiana Infantry - private collection
- 3) 13 stars – ex-Stanley Horn collection – with some Asian writing on the white bar along the fly end – private collection
- 4) 13 stars in a saltier form – private collection
- 5) 21<sup>st</sup> North Carolina Troops, Co. I, Surry Marksmen – 11 stars – bears the company name and the slogan "Carry the Field," and "Traitors Beware." – North Carolina Museum of History
- 6) Unknown Texas flag – 13 stars in saltier form – 3<sup>rd</sup> Massachusetts Cavalry capture – private collection

- 7) 11<sup>th</sup> Virginia Cavalry – 12 stars – Virginia state Coat of Arms in the center of the canton – Museum of the Confederacy No. 0985.13.1871
- 8) Possible Mississippi unit, Missionary Ridge capture by the 8<sup>th</sup> Kansas Infantry – 5 stars – “has “CSA” on the white bar – Kansas Museum of History
- 9) 11 stars – small personal or Bible flag – private collection
- 10) Unknown unit, Island Number Ten capture – 15 stars – donated to the West Point Museum by General John Pope, captor of Island Number Ten
- 11) Unknown unit, Falmouth, Virginia capture, 1863 – 12 stars (eleven remain) – Widener University. Chester, PA. (formerly Pennsylvania Military College)
- 12) First National – 11 stars – private collection
- 13) 19<sup>th</sup> Mississippi Infantry – William Harris Bible or personal flag – 12 stars – private collection
- 14) 14<sup>th</sup> Georgia Infantry – 11 stars – unit designation on white bar – Georgia Capitol Museum
- 15) 3<sup>rd</sup> Arkansas Infantry, Co. H, Blackburn Guards – a Kentucky company who joined the 3<sup>rd</sup> Arkansas Infantry as they passed through Nashville on the way to Virginia – 11 stars – Museum of the Confederacy No. 0985.4.83
- 16) Unknown North Carolina unit, captured at New Bern, NC in 1862 by the 11<sup>th</sup> Connecticut Infantry – 7 stars – Memorial Military Museum, Bristol, CT.

Based on this analysis, the flag taken by the 5<sup>th</sup> Michigan Cavalry shares the exact canton style with only four other flags. It is also the only flag in this survey that bears any fringe on its exterior borders. When the survey is expanded into cantons that slightly extend somewhat into the white bar, only a further 16 flags can be added. Thus, when compared to the hundreds of remaining First National flags, the vast majority of which follow the canton style as outlined by the Flag Committee in 1861, the flag in question is quite rare which adds to its collectability.

Based on the number of stars this flag was made in late 1861 or early 1862 after Kentucky's secession was recognized by the Confederate government in December 1861. This brought the 13<sup>th</sup> star to the flag. Additionally, with its somewhat ornate style having a fringed exterior border and a patriotic slogan, it is my opinion that this was probably issued to a company sized unit

upon organization. While some regiments also received ornate presentation flags with slogans, far more went to company level units based on surviving examples.

### **The capture of the flag and the 5<sup>th</sup> Michigan Cavalry**

The capture history for this flag, from its previous sales, declares that it was, "captured by William Goodman, Company I, 5<sup>th</sup> Michigan Cavalry," during, "the Confederate retreat after the Battle of Gettysburg when Stuart's cavalry was protecting Lee's retreat." Lastly, the provenance states, "believed to have been taken from the baggage train at Jack's Shop, Virginia." This is from its first sale in 2007. In 2009, the same story was again listed for its sale, "Family tradition indicates it was captured by Goodman when his Custer Cavalry Brigade unit overran a Confederate baggage train at Jack's Shop, Virginia at the time Confederate General J.E.B. Stuart was there protecting Lee's retreat from Gettysburg."

Sadly for its history these accounts are for two different engagements in two different locations. Both involve Custer's Brigade, the 5<sup>th</sup> Michigan Cavalry and Judson Kilpatrick's Third Cavalry Division. A short history of engagement is in order.

### **Gettysburg retreat**

With the defeat of Robert E. Lee's attacks against the Union Army at Gettysburg on July 3, 1863, Lee began his retreat back to Virginia to his base of supply. After waiting a day in the rain, Lee began his movement back to the Potomac River on July 5<sup>th</sup>, his wagons bearing the wounded and supplies having left the day before. Also on July 4<sup>th</sup>, Union cavalry began their pursuit seeking to cut off Lee's retreat. Judson Kilpatrick's Third Cavalry Division headed south towards Emmitsburg, Maryland before turning southwest to Monterrey Pass. Climbing a rise, Kilpatrick saw Confederate infantry and artillery in his front. Ordering a charge, Kilpatrick was then struck in his rear by some Confederate cavalry. Continuing his attack, the Federals broke through the cavalry and infantry troops and gained the wagons, chasing the Confederate cavalry away from the scene. Kilpatrick pursued and scattered the rebel cavalry who broke for the Potomac River. According to his report, Kilpatrick, whose division contained George Custer's Brigade, including the 5<sup>th</sup> Michigan Cavalry, claimed the capture of 300 wagons, 15 ambulances and 1300 prisoners of war. He also mentioned the capture of, "one battle flag." Historian Richard Rollins, who authored the definitive book on captured Confederate flags in the Gettysburg Campaign deduced that this was the flag of the 4<sup>th</sup> North Carolina cavalry, who took part in this action.

Lee's army recrossed the Potomac River on July 14<sup>th</sup> with most of his army via pontoon bridges. His rear guard remained on the north bank of the river behind entrenchments. Rapidly approaching was Kilpatrick's cavalry division. After closing to the rebel works, the Michigan brigade of Custer charged and turned the line mixing in with the Confederate infantry. A trooper of the 7<sup>th</sup> Michigan Cavalry captured the flag of the 55<sup>th</sup> Virginia Infantry while men of the 1<sup>st</sup> Michigan Cavalry captured the flags of the 40<sup>th</sup> and 47<sup>th</sup> Virginia Infantry.

Once across the river, Lee's army fell back to its former lines along the Rapidan River on its south bank. The Federals soon closed to positions nearby, both sides resting until the Bristoe Station Campaign of October 1863 while each side probed the other. There was no action whatsoever at Jack's Shop, Virginia during the retreat from Gettysburg which was located near Rochelle north of the Rapidan.

## **Battle of Jack's Shop, September 22-23, 1863**

Jack's Shop, Virginia, a small hamlet five miles south of Madison Court House, had a blacksmith's and a few other buildings. The engagement there was the result of the Union Cavalry Corps moving towards the Rapidan River scouting, searching for fords and raiding. Kilpatrick's Division, with the Michigan Brigade in tow (Custer was away on leave at this time), was part of this movement. Union Gen. George Meade was planning an offensive movement and the cavalry corps was to spearhead it. John Buford's Division moved in one direction down the Gordonsville Turnpike while Kilpatrick moved in another. Confederate cavalry under Stuart picked up the separation and faced off with Buford's men. While dealing with the Federal cavalry in his front, Stuart was soon informed of Union cavalry approaching his rear. This was Kilpatrick's Division, lead by Henry Davies' Brigade (formerly Elon Farnsworth's, KIA at Gettysburg). Stuart fought in both directions, his artillery supporting his actions. Finally, as the Federal trap began to clamp shut, Stuart charged Davie's troopers and broke through. He was able to do so as Custer's Brigade had yet to arrive and reinforce Davies. While a small fight, the level of casualties was pretty high for both sides.

Union reports for the engagement are few (there were no Confederate reports). John Buford accounted for the capture of some, "12 or 15 wagons." Another report mentions that only a portion of the 5<sup>th</sup> Michigan Cavalry of Custer's Brigade was even involved.

### **Capture Analysis**

Considering the scales of the two engagements at Monterrey Pass and Jack's Shop, it is my opinion that the flag taken by William Goodman most likely came from the fight at Monterrey Pass. There was more time to deal with hundreds of captured wagons, most bearing supplies and unit equipage. Additionally, another First National flag, that of the 61<sup>st</sup> Georgia Infantry (private collection), was also taken from these wagons by the 18<sup>th</sup> Pennsylvania Cavalry, another unit of Kilpatrick's Division. By comparison, the 5<sup>th</sup> Michigan Cavalry was barely involved with the fight at Jack's Shop where few wagons were captured they being only for Stuart's cavalry units. Additionally, the wagons taken at the latter engagement were captured by Buford's Division and not men from Kilpatrick's.

It was simply erroneous to have mixed these two engagements into the history of this flag when some solid research would have shown that these were two separate fights in two distant locations, one where the 5<sup>th</sup> Michigan Cavalry was heavily involved versus one where they barely were. Such research would lend credence to the flag being taken at Monterrey Pass.

Sadly, the records in the provenance for Goodman do not make mention of his flag capture or where he actually took it. Until new and solid evidence can be found, my opinion will remain conjecture but supported by the evidence of how many wagons were taken at one place which included another flag capture (61<sup>st</sup> Georgia). The 5<sup>th</sup> Michigan Cavalry was involved in each, one more than the other.

### **The flag**

According to past auction sales, this flag once belonged to the collections of Don Tharpe and Joseph Murphy, both noted Civil War collectors. Additionally, this flag has been examined by both Howard Madaus, the dean of Civil War flag historians and experts, and Les Jensen, former

curator at the Museum of the Confederacy. I do not have access to the Madaus letter but have a copy of Jensen's, and he signs off on the flag as being authentic to the period. As his letter contains all of the needed details as to the size of the flag, the cloth, sewing, etc., I need not repeat that here as his letter is part of the provenance coming with this flag.

Based on my examination of the pictures of this flag I can only concur with this authenticity. The flag shows typical signs of mid-19<sup>th</sup> Century sewing techniques along with the stylings of early war company level colors. The shortened canton adds to its uniqueness especially when shown how few flags of this style still exist. This adds to its lure as a collector's piece.

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February 22, 2015  
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