



East Texas Historical Journal

A Publication of the East Texas Historical Association

Volume 53 Issue 2

Article 3

2015

"A Curious War:" Franklin A.G. Gearing in the Civil War

Richard B. McCaslin

The East Texas Historical Journal is a publication of the East Texas Historical Association (ETHA). The ETHA is a membership organization founded in 1962 to support research into the unique histories of East Texas and to educate and engage others in the effort.

More information about the ETHA is available at www.easttexashistorical.org

Follow this and additional works at: <https://scholarworks.sfasu.edu/ethj>



Part of the [United States History Commons](#)

[Tell us](#) how this article helped you.

[Provide feedback](#) to ETHA.

Recommended Citation

McCaslin, Richard B. (2015) "'A Curious War:' Franklin A.G. Gearing in the Civil War," *East Texas Historical Journal*: Vol. 53: Iss. 2, Article 3.

Available at: <https://scholarworks.sfasu.edu/ethj/vol53/iss2/3>

This Article has been accepted for inclusion in the East Texas Historical Journal by an authorized editor of ETHA and SFA. This Article is brought to you free and open access by the Journals at SFA ScholarWorks. For more information, please contact cdsscholarworks@sfasu.edu.

"A Curious War:" Franklin A. G. Gearing in the Civil War

BY RICHARD B. MCCASLIN

Many Texana collectors must have been intrigued when a photograph of an officer in Hood's Texas Brigade was offered for sale on a popular internet auction site in the fall of 2013. Much about the item seemed genuine. The image of a young man wearing a Confederate lieutenant's uniform was a *carte de visite*, a format popular during the Civil War. It bore the back mark of a New Orleans partnership active during the war, Samuel Anderson and Austin A. Turner, and there was a wartime Federal revenue stamp attached. Identification of the subject was relatively easy; clearly written on the back was "F. A. G. Gearing Galveston Texas." Internet-savvy buyers could quickly discover that Franklin A. G. Gearing lies buried in the Masonic section of the Silver Terrace cemetery in Virginia City, Nevada, beneath a marker that claims that he was a major for the Confederate States of America. But any further investigation, as the online seller admitted in his description of the item he listed, revealed complications. While the name on the gravestone is correct, as well as the years of birth and death that are engraved on it (1840 and 1921), Gearing never became a Confederate major. Instead, the personal history that he created after the Civil War proved more durable in popular memory than the arguably more interesting true story of his experiences in that conflict. A deeper inquiry into his life can not only enhance the value of a collectible image, it can help internet chroniclers correct their records, provide an interesting insight into the travails of Texas blockade runners, and provide an effective lesson on the superiority of carefully

Richard B. McCaslin is a Professor of History and the Chair of the Department of History at the University of North Texas.

researched history over the shallow assertions of popular memory.

The informative website for the Sons of Confederate Veterans in Nevada, maintained by members of the Lt. Dixon - CSS Hunley Camp No. 2016, reports that "Major" Gearing served from September 1, 1862, to April 18, 1865, in Company L of the 1st Texas Infantry and suffered "several injuries and disabilities." A link provides interested readers with a picture of Gearing's marker. The popular Find A Grave website has the same image, as well as several others, and a correspondent for that site has added complete dates for Gearing's birth and death (March 24, 1840, and September 1, 1921), as well as a birthplace, Raccoon Bend in Austin County, Texas. The same writer repeats the information that Gearing became a major in the 1st Texas Infantry, but he expands the dates for his service, back to 1861. Unfortunately for these websites, and for the perplexed internet seller who wanted to properly identify the image he was selling, much of this additional information is not correct. The dates of service are wrong, and Gearing was born in Pittsburgh, Pennsylvania, far from Raccoon Bend on the Brazos River about fifty miles from Houston. How he came to Civil War Texas, and how he had his picture made in Union-occupied New Orleans wearing what appears to be a Confederate uniform, can perhaps be best explained briefly with a cryptic phrase he wrote to his mother from Fort Pickens at Pensacola, Florida, in January 1863: "This is a curious war[;] circumstances makes us what we are[,] and yet we had nothing to do with the circumstances." But such a declaration only begs further explication.

Franklin A. G. Gearing arrived in Texas in late 1860. Only twenty years of age, he nonetheless served as a business agent for his father, Charles Gearing, then living in Pittsburgh. The elder Gearing built and operated steamboats, and his son was entering the business with him. As the nation began to divide bitterly, Charles Gearing had borrowed as much as \$25,000 and invested in two new steamboats built at Pittsburgh: the *John F. Carr* and the *Colonel Stell*, both named for prominent Trinity River businessmen who were apparently friends of the Gearings. Carr was a prosperous resident of Smithfield, where he had constructed a cotton gin, grist mill, and sawmills. John D. Stell, a successful Leon County planter who had served as a legislator in Georgia for many years, represented his home county in the Texas legislature from 1859 to 1861. The steamboats that bore their names were substantial; the *Colonel Stell* was a sidewheeler, 138 feet in length

and 24 feet in width, and it weighed 199 tons. The *John F. Carr*, which was also a sidewheeler, reportedly had similar dimensions. Both vessels could carry hundreds of bales of cotton, and thus they would make a lot of money for their owners.

The original plan was for Franklin to meet the steamboats at the junction of the Red and Mississippi rivers and bring them by way of New Orleans to Texas, where they would be bought by Carr and Stell. But in late November 1860 Franklin wrote to his father from Texas that there was little or no chance of selling a steamboat, or even shares in a steamboat, in the Trinity River region. Political turmoil, low river levels, and crop failures had ruined any immediate prospects for an investor. He did assure the older man, however, that there was plenty of freight business to be had, and this would improve as the other factors lessened. This should have been troubling for the Gearings, because at the time that Franklin reported on affairs in Texas, the *John F. Carr* was already at Cincinnati and headed downriver, and the *Colonel Stell* would soon be licensed for operations. Instead, Charles Gearing saw it as an opportunity. Already disgusted with the victory of Republican Abraham Lincoln in the presidential race, during which he had strongly supported John Bell of the Constitutional Union Party, he climbed aboard the *Colonel Stell* and left Pittsburgh for Texas, which Franklin had assured him would soon leave the Union.

Franklin and Charles Gearing were motivated to move south through an interesting mix of political beliefs and a desire for profit. Franklin ardently supported the Confederacy in his letters written during the first two years of the war, and a judge for a postwar claims court wrote that he remained an unapologetic Confederate. Charles was no less outspoken in his criticism of Lincoln as he left Pittsburgh in late 1860, and perhaps it should be noted that family friend Stell supported disunion as a delegate to the Texas Secession Convention. While Franklin admitted in November 1860 that he was not certain whether Texas would be a Confederate state or again an independent republic, it is obvious that the Gearings welcomed leaving the Union, at least during the first years of the conflict. Their zeal may have dwindled by late 1863, when the Confederacy faltered, but the Gearings remained focused on another vital goal: making money. They had Pittsburgh creditors to pay, and they also wanted to support their family: Charles Gearing left his wife Elizabeth Addington Gearing with three sons (ages 18, 5, and 5) and four daughters (ages 16, 11, 4

and 2) in Pittsburgh. Perhaps it is revealing that many wartime letters from Franklin to his mother discuss plans laid by him and his father to bring the family out of the North. None of these came to fruition, but they reflect a blend of political alienation and economic concern.

Charles Gearing after the war told a federal claims court that Carr and Stell refused to accept the boats, so he had to operate them himself. Regardless of whether they expected to operate the steamboats themselves or had the opportunity thrust upon them when an investor balked, the Gearings did well during the first few months of their Texas operations, at least with one of their boats. In what may have been its first trip on the Trinity River, the *John F. Carr* arrived at Galveston on December 29, 1860, from Parker's Bluff with 770 bales of cotton. It delivered another 925 bales at Galveston on February 9, 1861, as well as 279 hides and 23 passengers. Low water on the Trinity slowed these efforts, and the Gearings prepared to take their boats to New Orleans. An ironic intervention by Confederate authorities brought these preparations to a complete halt. Told that the Gearings were abolitionists, officials confiscated their steamboats. Letters from Pittsburgh, apparently gathered by Franklin during a quick trip, and the intervention of Masonic comrades proved the stories were not true, and the two vessels were returned in three weeks. By that time the lucrative cotton shipping season had passed, so the Gearings stored their steamboats on Buffalo Bayou.

The Gearings resumed their maritime operations in the early fall of 1861, but this time they had a new customer who paid handsomely. Confederate officials repeatedly chartered both the *John F. Carr* and the *Colonel Stell*. According to surviving records, Franklin A. G. Gearing, as business agent, received \$22,587 for eight months of service, from September 29, 1861, to May 31, 1862, during which time his steamboats carried troops, supplies, and ordnance. They also served as picket boats, floating platforms from which to watch the growing fleet of Union blockaders. When the Federals threatened to take Galveston in May 1862, Franklin became the captain of the *John F. Carr* and helped to ferry people and military stores out of the port city. He wrote to his mother that his Texas comrades "cannot contind [sic] against their ironclad Boats," but all efforts had been made to ensure that "their victory will be fruitless." He added that as soon as Union forces moved outside of the range of their ships' guns, they would be "whipped." After all, he explained to his mother in Pittsburgh,

the Federals could only win at places like New Orleans, where their "monster iron gun boats" gave them an advantage. Once such cities were taken, they feared to venture further afield. As the summer weeks passed without a Union landing at Galveston, or a new Confederate contract, the Gearings again stored their boats.

As the war raged through its second year, the Gearings developed a scheme to repay their Pittsburgh creditors and convey some money to their family as well. They decided to buy a ship, load it with cotton, and send it through the blockade. The bales could be sold in a neutral port like Havana, and the proceeds could be distributed to those whom the Gearings either owed or loved. Their contact in Pittsburgh would be James Millingar, who had married Charles Gearing's sister. As early as April 1861, on his trip home, Franklin Gearing as his father's business agent had signed an agreement with his uncle, and both Franklin and Charles Gearing discussed the details with Millingar when they again traveled to Pittsburgh, the older Gearing in September of 1861 and the younger in early 1862. Initially the duo intended to buy Texas cotton at a discount and sell it at a great profit when Union troops occupied Galveston, but that did not happen soon enough. So 288 bales were bought and loaded on a small schooner, the *Reindeer*, renamed the *Jefferson Davis*. The Gearings gave \$15,000 for the cotton and \$10,000 for the ship, both times paying in gold. Despite their later assertions to federal claims court judges that they were never paid for their Confederate services, it appears that Franklin's wartime boasts to his mother about their success in Texas were much more accurate.

Unfortunately for the Gearings' plans, the *Jefferson Davis* was captured in the Gulf of Mexico about two hundred miles east of the point where it had emerged from the mouth of the Brazos River. Becalmed on the morning of September 17, 1862, the Confederates managed to evade their pursuers aboard the *USS William G. Anderson*, a bark assigned to the West Gulf Blockading Squadron, for about ten hours. Then the Union commander lowered two launches. Hard rowing resulted in a successful boarding, and the blockade runners became prisoners. The triumphant Federals soon discovered that the *Jefferson Davis* was not seaworthy, so plans to take it to a prize court in New York had to be scrapped. Instead, the Gearings' schooner went to New Orleans, was consigned to the Navy, and quickly disappeared from the official records. More important, the 288 bales of cotton were shipped to New York, where a judge for the Southern District Court

arranged for its condemnation and sale on March 18, 1863. But on February 27, 1863, before the case was settled, Millingar convinced the court to set aside 73,533 pounds of cotton (about half of the total cargo) as his property, not subject to condemnation. He argued that the money Charles Gearing spent on this portion of the cotton, through their agreement, was in fact what he owed to Millingar. Franklin and his father knew about this transaction and were encouraged that their family would at least receive some of the money. The foundation for later bitter clashes was laid, however, when Millingar made a handsome net profit of \$25,949.70 on the sale of this cotton but did not pay any other creditors or Gearing's wife, his sister-in-law.

Money was not the most immediate concern for Franklin after the confiscation of the *Jefferson Davis*. Included among the prisoners captured on the blockade runner, he was taken to Pensacola along with at least five of his crew. After six miserable weeks aboard the *William G. Anderson*, the prisoners were transferred to better quarters at Fort Pickens, where many captive Confederates were held. Some confusion ensued about paroles or exchanges; it was not clear if Franklin and his crewmen were actually Confederate naval personnel, and thus subject to the usual practices, or if they were in fact civilians involved in a criminal activity. Franklin proudly refused to sign any parole that did not suit him, and he wrote to his mother that all but one of his crew did the same. Therefore he and most of his men remained at Fort Pickens for six months while authorities discussed terms and Gearing family members tried to secure a release. The conditions for the prisoners were not too bad until Franklin led a failed escape attempt in mid-January 1863, after he spent five weeks cutting through a grating with a penknife. Recaptured within less than a day, he and others were shackled for forty days. He wrote to his mother after his release, when he did not have to worry about prison censors, that he was bound in retaliation for Jefferson Davis' order to execute white Union officers captured while in command of black troops. Franklin added that his close confinement ended only after Maj. Gen. Simon B. Buckner, commanding at Mobile, threatened to retaliate against his Federal prisoners if the mistreatment of the Confederates at Fort Pickens did not cease.

Franklin was released from Fort Pickens on April 13, 1863, with only an hour's prior notice. Sent to Mobile and then on to Vicksburg, he was formally exchanged for a Federal captain, which he believed

was a tacit recognition of the status he had been claiming. He and the former first mate of the *Jefferson Davis*, an Ohio-born carpenter from Galveston by the name of Benjamin O. Hamilton, left Jackson, Mississippi, for Texas on April 19. They crossed the Mississippi River at Natchez on a skiff, made their way to Alexandria by way of Natchitoches, and then started for Galveston. They arrived there on May 7, 1863, after six long days on the road. Safe in Texas, Franklin angrily denounced the Lincoln administration in a letter to his mother, claiming to have seen evidence of the horrors it had imposed on the nation. As for his own experiences, Franklin added, "The scripture says those who goes [sic] out in ships see the wonders of the deep – but I say those who runs the blockade in [a] schooner see something profane to ears polite."

Franklin certainly enjoyed being back in Texas, especially since he was able to reunite with his wife. He had married Elizabeth Virginia Marston of Galveston on April 15, 1862, and was clearly smitten with her. Her father, Daniel Marston, served as a quartermaster for the Confederacy, and that was how the couple met. They were the same age, and both were from the North: Virginia, as she was known, had been born in Massachusetts, while her parents were from Maine. Franklin wrote to his Pittsburgh relatives that "she is one you will be proude [sic] of she is none of your affected gold and tinsell [sic] women made up by her milliner." He assured his mother that his new bride could dance and sing and sew and cook great meals. In sum, she "will be a shining ornament [sic] where ever her lot is cast." During his imprisonment, he understood that his new bride had been a great comfort to his worried father, who was almost as infatuated as his son with her. As an added bonus, the reunited couple's first child, a daughter, was born soon after her father returned. He gushingly wrote to his family in Pittsburgh, "Our little Confederate baby is the sweetest thing this side [of] the Atlantic."

Turmoil in the family business in Texas quickly tainted Franklin's happiness. He had written to his mother from Fort Pickens that he and his father had "plenty of means left and have money invested in the best stock in the South, being Negroes and other property which we think as good as Gold." The loss of an investment of \$25,000 with the *Jefferson Davis* and her cargo was an inconvenience for Pittsburgh investors and family members, but he declared that it would not derail the Texas operations. But in October 1862 Maj. Gen. John Bankhead Magruder

came to Texas and began making preparations to retake Galveston from the Federals, who occupied the harbor that same month. Magruder needed ships, and so he impressed the *John F. Carr* and the *Colonel Stell*. Reportedly Charles Gearing received compensation for his steamboats, but he was temporarily out of the lucrative transportation business. He rebounded in early 1863 by investing in a Pennsylvania-built sternwheeler, *the Cora*, with Richard King and Theodore Gripon. By June 1863, with the help of Franklin, Charles had smuggled 88 bales of cotton to Matamoros, and arrangements had been made to send another 100 bales. Franklin bragged in yet another letter, "there is nothing like running the blockade if one is successful I am now in the best trade in Texas." He declared that the Union navy would not catch him again because "I never get out of fresh water," but if by some chance he was captured he would burn all of his bales rather than surrender them. But in August 1863 Charles sold his interest in *the Cora* to King, leaving both of the Gearings stranded in Matamoros without a boat of their own.

Franklin refused to quit. While his father traveled as far north as Arkansas and then on to Natchez in search of more cotton to buy, the younger Gearing handled their business matters in Matamoros and Monterrey. He planned to sail for New York, whence he intended to travel to Pittsburgh. There he would settle all of the Gearing debts, although the creditors would have to receive their money from the American consuls in either Matamoros or Havana. He bragged that there were great opportunities for anyone who could get cotton to Matamoros, where payments were always in specie. It helped that his only competitors were "white washed English men [sic] who the Texians hate as bad as they do a Yankee." He added strangely, "I think I shall turn greaser or Mexican as there is more credit in being one than in being an American." He and his father bought another boat and made plans to build three schooners, in partnership with Mifflin Kenedy. Again, though, circumstances turned ugly. Cotton shipped aboard *the Henrietta* by the Gearings apparently never generated a profit for the family, and Confederate officials seized as much as 264 bales cached by the Gearings. Franklin then took a ship loaded with 110 bales out of Matamoros. Caught in the breakers off the mouth of the Rio Grande, he jettisoned his cargo, and then took passage on board a British vessel bound for Cuba. He wrote to his mother from Havana in mid-October 1863 that American consuls now refused to help

with money exchanges, so that scheme had to be cancelled. To make matters even worse for Franklin, his uncle, James Millingar, convinced his sister-in-law not to join her son in Havana, his father's proposal to build at least one gunboat at Galveston for the Confederates was ignored, and Union troops landed at the mouth of the Rio Grande in November 1863, hindering the cotton trade at Matamoros.

Seeking a way to sustain his financial operations, Franklin embraced a scheme apparently suggested by Leonard Pierce, the United States consul in Matamoros. He notified his mother in November 1863 that he would see her soon in Pittsburgh. He added, "Mother do not think too hard of me for what I have done I can I think explain when I see you to your satisfaction." As a bonus, he expected that his father, in Louisiana on business, would be with him when he arrived in Pittsburgh. Matters became clear when Franklin wrote from New Orleans in early February 1864: "I am now in the service of the Federal government." He and his father had stockpiled 800 bales of cotton near Alexandria, and with reports circulating of a Union campaign up the Red River, it seemed the best plan to join the invaders and ship the cotton when it fell within Federal lines. Franklin had secured a position with refugee Texas Unionist Alexander J. Hamilton, who had a commission as the military governor of the Lone Star State. Allegedly he had assured the younger Gearing that he would assist him "in any thing I wish to undertake." Already Franklin had issued orders for the ships he controlled to come to New Orleans, and he intended to meet his father in Union-held Natchez, where they would discuss "unsettled business in Matamoros" and depart for Pittsburgh. There the Gearings could consider "measures" with Millingar for the recovery of the *Jefferson Davis*. He concluded, "You may not fully understand the course I have taken but when we meet I can then justify myself in your opinion and the opinions of my friends as for my enemies I care not what they think I can settle with them otherwise."

Once again the Gearings' plans failed. When Union forces advanced up the Red River, retreating Confederates burned the portion of the Gearings' cotton that had not already been stolen by "jayhawkers." To make matters worse, when Franklin went to Natchez, he ironically was captured by Confederates. His father slipped away and returned to Houston, but Franklin was taken to Mobile, where friends secured his release upon some very peculiar conditions. He wrote to his long-suffering mother from Greeneville, Tennessee, in late March

1864 that he was "now here temperarly [sic] attached to the Rebel army." He assured her that he would be on his way to Pittsburgh "as soon as I can so do without implicating my friends here." He admitted that he was "in a very bad fix," adding that "the least misstep could put me out of the way," but he insisted that he was "out of danger now." After all, "but some two weeks ago I thought I should have to swing or lay in prison till the war was over," now "I will soon be out of their clutches." Franklin was so confident of his impending return to the Union army that he asked his mother to contact Lt. Col. Daniel Kent of the 19th Iowa Infantry and "tell him of my trouble and that I will soon be with him again explain everything to him tell him we will be in better condition to raise our Regiment when I get out of this as I will yet be of service to the government." When last seen by Gearing, Kent was either struggling to replenish his own unit, which had lost many men captured during the Overland Campaign in Louisiana during the fall of 1863, or he had begun trying to recruit another regiment. Either way, Kent's efforts and Franklin's pledges of support were a moot point by late March 1864, because by that time Kent had resigned his commission and Franklin was definitely not going to Pittsburgh.

Lt. Gen. James Longstreet, commander of the I Corps of the Army of Northern Virginia, had his headquarters at Greeneville, Tennessee, in March 1864. Among his units was Hood's Texas Brigade, which included the 1st, 4th, and 5th regiments of Texas infantry. Willingly or not, Franklin A. G. Gearing, late of Galveston, was mustered as a private into Company L of the 1st Texas Infantry by Capt. William A. Bedell. The commander of Company L and also the regimental mustering officer, Bedell had been severely wounded in the face at Antietam (where the 1st Texas suffered a loss of 82 percent), then endured months as a prisoner before being exchanged in time to lead his company again at Gettysburg, in the Devil's Den. He probably was not interested in explanations or excuses from Gearing. Hood's Texas Brigade and the rest of the I Corps rejoined Gen. Robert E. Lee in Virginia and almost immediately plunged into horrific fighting in the Wilderness. On May 6, 1864, the Texans, after insisting that Lee retire to safety in their rear, made a costly assault to block a Union advance. Bedell again was wounded, but he recovered to command the 1st Texas through the remainder of the war and signed a parole at Appomattox in April 1865. Gearing was not quite so lucky when he followed his new captain into combat. Severely wounded in the left shoulder, he spent

several months in a series of hospitals before returning to Galveston, where he signed a parole on June 24, 1865. Perhaps in an effort to ingratiate himself with the Army clerk, the reluctant Confederate veteran noted that his residence was Allegheny County, Pennsylvania (in other words, Pittsburgh).

When Franklin returned to Galveston in the waning months of the Civil War, he did not find his father there. Charles Gearing had abandoned his efforts in Texas and gone to Pittsburgh, where he was arrested as a "spy" in September 1864. He always believed that Millingar had him detained for spite, but in fact the culprit may have been DeWitt C. Bidwell, who was married to Millingar's sister and apparently gave the military court many of the letters written by Franklin A. G. Gearing. After five weeks in jail, Charles Gearing was acquitted and released, but he did not leave Pittsburgh. He won a suit in the state district court against Millingar for the settlement of debts using some proceeds from the sale of the cotton on the *Jefferson Davis*, then after the war, filed a series of unsuccessful suits for federal reimbursement for the postwar seizure of the *John C. Carr* and the *Colonel Stell*. Gearing also tried to get Theodore Gripon to join him in a suit to recover their losses with *the Cora*, but there is no record of that case proceeding. He then returned to building steamboats; the 1870 census taker for Pittsburgh listed him as a moderately successful "wood joiner" living with his wife and six children, four girls and two boys. In a few years the family had become known as the "Goehring's," according to church records. Charles Goehring was still alive in 1880, when the census listed him as a 64-year-old "carpenter" with a wife and five children living with him, but he must have died soon afterward. When Elizabeth Addington Goehring died in June 1895, her ashes were interred beside her husband's remains in Allegheny Cemetery at Pittsburgh.

Franklin Gearing refused to abandon Texas as easily as his father. Federal authorities at Galveston advertised for bids on July 29, 1865, for anyone wanting to contract to operate seven steamboats in their possession, including the *John F. Carr* and the *Colonel Stell*. Within a month the latter steamboat was making regular runs between Galveston and Houston, carrying privately consigned goods (including cotton) as well as government cargoes. It is not clear who operated the boat at this time, but by mid-January 1866 it and the *John F. Carr*, which made less regular trips from Galveston, had been returned

to their "former owners." By the end of the month the *Colonel Stell* was reported at Houston with James R. Richardson of Pittsburgh, Charles Gearing's original partner in the construction of the boat, at the helm as its captain. Franklin worked "in the office," serving as an onboard business agent. The return of the boats was later reversed by the Treasury Department, but both craft were subsequently sold and the team of Richardson and Gearing continued to run the *Colonel Stell* from Houston to points as far distant as Pine Bluff, Arkansas. The *Colonel Stell* finally sank, with a load of cotton, in the Trinity River in January 1867, but the fate of the *John F. Carr* is unknown. Because the latter sold in 1866 for \$900, far less than the \$2,200 price paid for the *Colonel Stell* at the same time, it may have been in much worse shape, and so it did not last as long.

Regardless of how he lost the steamboats, Franklin was out of the transportation business by 1869, when he worked as a traveling salesman for P. H. and M. P. Hennessy of Galveston. They had a store on the busy Strand that sold household goods, appliances, and metal-working supplies. Apparently this was not a very lucrative position for him, because the 1870 census for Houston records that he was living with his in-laws, Daniel and Emily Marston, along with his wife, Emily, and two daughters, aged seven years and six months. Gearing described himself as a "newspaper correspondent," and he in fact was the "Traveling Texas Agent" for the Houston Telegraph, having served previously as the local agent for the Houston Union. He did, however, understand the potential importance of one of the Hennessy operations: they were manufacturers of "Hydro-Carbon Air Gas Machines," which produced gasoline vapor to be burned in lamps for illumination. During June 1872, Franklin, in partnership with Charles Gearing of Pittsburgh, who was either his father or his brother, successfully filed for a patent for his own device to produce illumination gas. Within a year, the Gearing device was being used to produce the "illuminating gas" for the town of Sharpsburg, Pennsylvania. But that was also the same year that Franklin Gearing was last mentioned in Houston newspapers, indicating that once more things were not going well for him in Texas.

There are many indications that Franklin had a bright future in Houston, but there were troublesome signs as well. He was elected to the auditing committee for a local fire company in April 1870, indicating some stature within the community. When the Democratic

Club of Harris County organized on August 6, 1870, he was one of four officers elected. Interestingly, it was the first time he was ever referred to as "major;" the title was bestowed upon him and William P. Hamblen when they were elected to serve as secretaries. Like Gearing, Hamblen had never been a major in Confederate service; instead, he served as a private for four months in the 13th Texas Volunteers (Bates Regiment) before furnishing a substitute. For Hamblen, involvement with the Democrats as they rallied to end Reconstruction in Texas proved successful, and he later became a legislator. Gearing on the other hand became mired in a minor scandal. When John Watson shot and killed John Eikel in an Austin saloon in July 1870, it was rumored that Gearing was Watson's intended target, and that Watson was a recruit for the State Police. The source of the rumor proved to be Gearing himself, seeking to slander Republican state leaders and enhance his own stature. A writer for the *Houston Union*, the Republican rival to the Democratic *Houston Telegraph* and a former employer of Gearing, opined that while Republican leaders should target Gearing for his "basely malicious and false" dispatches, he in fact lied when he claimed to be that important to them. The deaths of his nine-month-old son in 1870 and four-year-old daughter in 1871 in Houston certainly did not improve his attitude toward the city, and the theft of a pony from his barn in early 1873 may have proven to be the last straw for him.

Texas had provided a series of disappointments for Franklin Gearing, and he decided to find a new life. The birth of another daughter, Mary Edna, in Pittsburg during April 1872 may indicate some consideration of a return to his home town, but instead he moved west, to Virginia City, Nevada. There he worked as a mining engineer and became the "deputy inspector" for gas meters in the community. A local newspaper explained that he was a "gas engineer" with "great experience both in putting up gas apparatus and in the manufacture of gas." Gearing confidently announced that the gas provided by the Virginia Gas Company was the "best made in the United States," while of course the second best could be found in Galveston. He also was apparently a popular speaker, speaking on such subjects as a solar eclipse in 1878. Through the years he tried several occupations, including mining gold, surveying mines, and painting carriages, but his old war wounds may have limited his opportunities. He told a recorder for the 1890 veterans census for Nevada that he had been shot in the left leg and right side, and so had lost the use of his left arm and

left shoulder. Oddly, he claimed to have been a captain in the 1st Texas Regiment from January 10, 1862, until April 18, 1865, which of course was impossible in light of his wartime experiences. He admitted he had been a prisoner of war, but he said he had been held at Fort Pulaski--in Savannah, Georgia—for three months. Again, there was a kernel of truth in what Gearing said, but his assertions were far from entirely truthful.

Gearing's claims regarding his Confederate service facilitated his creation of a new public persona. "Maj. F. A. G. Gearing" of the "Army Northern Va." marched in the "Decoration Day" procession in Virginia City with other Union and Confederate veterans in May 1876. When the Organization of Union and Confederate Veterans formed the next month in the Odd Fellows Hall in Virginia City, Major Gearing served on several committees, including at least two that hosted annual balls. An explanation for how he was accepted without challenge may be that there were few veterans from the Army of Northern Virginia in Nevada, but there is a darker answer. Soon after his arrival, Gearing established himself as a champion of Southern honor, willing to fight anyone who spoke ill of his adopted homeland. In early November 1874, he bristled at remarks by Thomas H. Williams, the Democratic former Attorney General of California, published in the *Virginia Chronicle*. Williams told an audience that the Democrats in Texas had regained control "By murder, robbery, and arson; by shooting colored voters down at the polls, and assassinating and driving white Republicans from the state." In all, six hundred people had been murdered in Texas, "including preachers and teachers," and the violence still continued, even after Democrats took control of the state. An exchange of notes followed, with Williams clearly not interested in a duel. Gearing fired a last verbal salvo before dropping the matter: "While I am willing to wait upon a gentleman, I am too cautious to be trapped by a trickster. I am reluctantly constrained to think the General Williams is one of those soldiers who prefers a contest with a statute rather than with a sword, and hence am again compelled to appeal to the public to judge between us." Ever pragmatic, Gearing at the same time joined the Cosmopolitan Republican Club, because Virginia City was a town dominated by Republicans.

While Gearing convinced his new associates that he was a devoted defender of Southern honor, he in fact abandoned his family when he moved to Nevada. He was twice listed in census records as married,

and twice described by census takers as single. His wife Virginia and three surviving daughters—Maggie, 17, Pearl, 10, and Mary, 7, lived with her parents in 1880, along with her married brother and his wife and daughter. Within a few years her parents both died, and Virginia opened a boarding house, which she operated for many years. After living briefly with her daughter and son-in-law, Madeleine and Louis E. B. Krausse, she did live in a house or apartment on her own, or had one of her daughters living with her, until her death on June 14, 1924. There is no indication that she got any support from her husband, and by 1907 the city directory for Houston listed her as a widow. She was buried in Glenwood Cemetery at Houston, far from where her husband, who had died in 1921, was interred in Virginia City. Interestingly, her parents and all of her five children were buried near her, including Mary Edna, who was the only one born in Pittsburgh. Mary lived with her mother as late as 1910, when she was 37 years of age. Two years later, she joined the faculty of the University of Texas at Austin, where she established the home economics program and became the first woman to achieve the rank of professor and chair a department. Decades after her death, a building was named in her honor on that campus.

So when did Franklin A. G. Gearing have his picture taken in a Confederate lieutenant's uniform in New Orleans? During early 1864, when he was in the city, he certainly would not have worn a Confederate uniform while serving on the staff of the Union military governor of Texas. He played many roles in wartime Texas, for both sides, but he was never a lieutenant. There are two possible answers. There is a large gap in the records between the time he left a Confederate hospital in Richmond in late November 1864 and the day he signed a parole at Galveston in June 1865. For Gearing, it would not have been difficult to tarry in New Orleans as he traveled to Texas from Virginia. The partnership of Samuel Anderson and Austin A. Turner were producing photographs in that city during that period, and this is supported by the revenue stamp affixed to the back. These were only used from 1864 to 1866. Perhaps, though, Gearing began trying to upgrade his Confederate image before he left for Nevada. He checked into the City Hotel in New Orleans, where ironically he had stayed in early 1864, in October 1865. He would not have been the only veteran after the Civil War to don a uniform bearing a higher rank than he had during the war in order to have a photograph made, and while the firm of Anderson and Turner was defunct by that time, Anderson

was still making cartes de visite in New Orleans. It would not have been impossible for Anderson to be using old card stock for images. Gearing thus may have taken his first steps in creating the postwar image that proved to be more enduring than the truth at New Orleans in the fall of 1865. Wearing a borrowed jacket, he had a picture made that better suited the memory he wanted than the truth he had lived.

ENDNOTES

“Confederate 1st Texas Infantry officer in New Orleans cdv photograph,” http://www.ebay.com/itm/360792100224?ssPageName=STRK:MEWAX:IT&_trksid=p3984.m1423.l2648 (accessed Dec. 19, 2013); “Maj Franklin A.G. Gearing,” <http://www.findagrave.com/cgi-bin/fg.cgi?page=gr&GSlN=Gearing&GSmid=10274696&GRid=8799049&> (accessed Dec. 19, 2013).

Franklin A. G. Gearing to “Mother” [Elizabeth Addington Gearing], Jan. 11, 1863 (United States War Department, Unfiled Papers and Slips Belonging in Confederate Service Records, Record Group 109, National Archives, Washington, D.C.): Charles Gearing [hereinafter cited as Unfiled Papers]); “Confederate 1st Texas Infantry officer,” “Maj. Franklin A.G. Gearing.” The Unfiled Papers concerning Franklin A. G. Gearing and his father Charles Gearing can be found online at “Fold3,” <http://www.fold3.com/image/251612313/>.

FAG Gearing to “Father” [Charles Gearing], Nov. 22, 1860, FAG Gearing to “Mother,” Jan. 11, 1863 (Unfiled Papers); Galveston Civilian and Gazette, Nov. 6, 1860; P. Frazer Smith, *Pennsylvania State Reports*, Volume LIII, vol. 3 (Philadelphia: Kay & Brother, 1868), 362-363; “Polk County Historical Markers,” <http://www.forttours.com/pages/hmpolk.asp> (accessed Dec. 10, 2013); United States Department of the Interior, Bureau of the Census, Seventh Census, 1850, Schedule 1: Free Population [Jefferson County, KY] (RG 29, National Archives); United States Department of the Interior, Bureau of the Census, Eighth Census, 1860, Schedule 1: Free Population [Alleghany County, PA] (RG 29, National Archives); Thomas W. Cutrer, “STELL, JOHN DENNIS,” *Handbook of Texas Online*, <http://www.tshaonline.org/handbook/online/articles/fst33> (accessed Dec. 19, 2013); “DANFS Online: The Dictionary of American Naval Fighting Ships,” <http://www.hazegray.org/danfs/csn/c.txt> (accessed Dec. 10, 2013).

FAG Gearing to “Father,” Nov. 22, 1860 (Unfiled Papers); Galveston Civilian and Gazette, Nov. 6, 1860; Charles C. Nott and Samuel H. Huntington, *Cases Decided in the Court of Claims of the United States at the December Term for 1866* (Washington, D.C.: Government Printing Office, 1868), 168.

FAG Gearing to "Father," Nov. 22, 1860 (Unfiled Papers); Galveston Civilian and Gazette, Jan. 29, 1861; Cincinnati Daily Enquirer, Mar. 14, 1861; Seventh Census, 1850, Schedule 1: Free Population [Jefferson County, KY]; Eighth Census, 1860, Schedule 1: Free Population [Alleghany County, PA]; Nott and Huntington, Cases Decided in the Court of Claims, 172-173; Cutrer, "STELL." The writer for the Galveston Civilian and Gazette claimed that Charles Gearing was an elector for John Bell, but no further evidence of this has been found. For pro-Confederate letters, see FAG Gearing to "Mother," Feb. 11, Mar. 17 and 27, Apr. 12, and June 1, 1862, Jan. 11, Mar. 17, and June 21, 1863 (Unfiled Papers). For letters that mention finances, see Charles Gearing to "My dear dear Wife and Children," May 11, 1863, and FAG Gearing to "Mother," Apr. 12 and Nov. 27, 1862, Oct. 16, 1863 (Unfiled Papers). For letters that mention moving the remaining Gearing family members out of Pittsburgh, see Mar. 17 and 27, Apr. 12, and June 1, 1862, Mar. 17, Apr 2, and June 21, 1863 (Unfiled Papers).

Nott and Huntington, Cases Decided in the Court of Claims, 166-167, 170, 174-175; Galveston Weekly Civilian and Gazette, Jan. 1, Feb. 12, Mar. 5 and 16, and Apr. 9, 1861; Proceedings of a Military Commission . . . Sept. 24, 1864 (Unfiled Papers), 7. On the same day that the John F. Carr arrived at Galveston with a load of cotton, December 29, 1860, the Colonel Stell was reported at New Orleans with Charles Gearing as captain. New Orleans Daily True Delta, Dec. 29, 1860.

Receipts signed by FAG Gearing, September 29, 1861, to May 31, 1862 (United States War Department, Confederate Papers Relating to Citizens or Business Firms, 1874-1899, RG 109, National Archives [hereinafter cited as Confederate Papers; found at "Fold 3," <http://www.fold3.com/image/31079122/>]); FAG Gearing to "Mother," May 15, 1862, June 1, 1862 [quotes] (Unfiled Papers); United States War Department, Official Records of the Union and Confederate Navies in the War of the Rebellion, 30 vols. (Washington: Government Printing Office, 1894-1922), Series I, Volume 17: 152, 154, 164, 170-175, Vol. 18: 823-829, 832, 834-835, 839 [hereinafter OR Navy]; Houston Weekly Telegraph, May 28, 1862; Nott and Huntington, Cases Decided in the Court of Claims, 174-175.

FAG Gearing to "Mother," Feb. 11, Mar. 17, and Nov. 27, 1862 (Unfiled Papers); Proceedings of a Military Commission . . . Sept. 24, 1864 (Unfiled Papers), 5, 7-8; Smith, Pennsylvania State Reports, Volume LIII, 3: 362-373; Nott and Huntington, Cases Decided in the Court of Claims, 167-168, 170-171.

The Federal Cases, Book 20 (St. Paul, MN: West Publishing Company, 1895), 509; Smith, Pennsylvania State Reports, Volume LIII, 3: 362-373; OR Navy, Ser. I, Vol. 19: 209-211; FAG Gearing to "Mother" Apr. 12 and Nov.

27, 1862 (Unfiled Papers), "Dictionary of American Naval Fighting Ships," http://www.history.navy.mil/danfs/w8/william_g_anderson.htm, (accessed Dec. 19, 2013).

FAG Gearing to "Mother," Jan. 4 and 11, Mar. 19, Apr. 2, 4 and 6, and June 20, 1863, FAG Gearing to "Brother" [Charles Gearing?], Feb. 2, 1863 (Unfiled Papers). One fact that clouded the discussion of Franklin A. G. Gearing's status was that Thomas Stephens served as the captain of the Jefferson Davis. Gearing was only traveling with the cargo to Havana, whence he intended to take another ship to New York. See *Dallas Herald*, May 20, 1863.

FAG Gearing to "Mother," June 20, 1863 (Unfiled Papers); *Dallas Herald*, May 20, 1863; Nott and Huntington, *Cases Decided in the Court of Claims*, 171; Eighth Census, 1860, Schedule 1: Free Population [Galveston County, TX]; United States Department of the Interior, Bureau of the Census, Ninth Census, 1870, Schedule 1: Population [Galveston County, TX] (RG 29, National Archives); *Transactions of the Supreme Council, 33rd*, for the Southern Jurisdiction of the United States of America, October 1897 (Charleston: Grand Orient of Charleston, [1894]), 214-215.

FAG Gearing to "Mother," Mar. 27, Apr. 12, and May 15, 1862, Jan. 11 and June 21, 1863 [quote] (Unfiled Papers); "Emily Virginia Marston Gearing," <http://www.findagrave.com/cgi-bin/fg.cgi?page=gr&GRid=85157748> (accessed Dec. 11, 2013); Texas Death Certificate for Emily Virginia Gearing, http://interactive.ancestry.com/2272/40394_b061915-02431/21625163?backurl=http%3a%2f%2fsearch.ancestry.com%2fcgi-in%2fsse.dll%3findiv%3d1%26db%3dtxdeathcerts%26h%3d21625163%26new%3d1&ssrc=&backlabel=ReturnRecord (accessed Dec. 19, 2013); Eighth Census, 1860, Schedule 1: Free Population [Galveston County, TX].

FAG Gearing to "Mother," Mar. 27, 1862, Jan. 11 and June 21, 1863, Charles Gearing to "My dear dear Wife and Children," May 11, 1863 (Unfiled Papers); Nott and Huntington, *Cases Decided in the Court of Claims*, 166, 170-171, 175; "Dorothy Sloan Auction 22: Inventory and Summary of Contents," <http://www.dsloan.com/Auctions/A22/item-kopke-gripon-inventry.html> (accessed Dec. 12, 2013).

Nott and Huntington, *Cases Decided in the Court of Claims*, 167, 171; FAG Gearing to "Mother," Sept. 5 and Oct. 16, 1863 (Unfiled Papers), Charles Gearing and T. M. Hooper to Paul O. Hebert, Oct. 13, 1862 (Confederate Papers); *Proceedings of a Military Commission . . .* Sept. 24, 1864, (Unfiled Papers) 7, 10-11. Interestingly, the John F. Carr was engaged at Galveston on New Year's Day 1863, when the Confederates recaptured the port. See *OR Navy*, Ser. I, Vol. 19: 469-470, 475; *Houston Triweekly Telegraph*, Jan. 5, 1863; *Houston Weekly Telegraph*, Jan. 7, 1863; *Austin Texas*

Almanac Extra, Jan. 6, 1863. The Cora was also taken into Confederate service by late November 1863, and it ironically operated in tandem with the John F. Carr in several operations. It was captured off Brazos Santiago on March 24, 1865, bound from Corpus Christi to Bagdad, Mexico with a cargo of lumber. See OR Navy, Ser. I, Vol. 20: 853; Vol. 21: 49, 857-858; 22: 116-117, and Stephen A. Townsend, *The Yankee Invasion of Texas* (College Station: Texas A&M University Press, 2006), 27-28, 62.

FAG Gearing to "Mother," Nov. 11 [quotes], 19, 1863, Feb. 6, 1864 (Unfiled Papers); Nott and Huntington, *Cases Decided in the Court of Claims*, 172; *Proceedings of a Military Commission . . .* Sept. 24, 1864 (Unfiled Papers), 5-6.

FAG Gearing to "Mother & Sisters," Mar. 28, 1864 (Unfiled Papers); Nott and Huntington, *Cases Decided in the Court of Claims*, 172; Guy E. Logan, "Historical Sketch Nineteenth Iowa Regiment Volunteer Infantry," <http://iagenweb.org/civilwar/books/logan/mil503.htm> (accessed Dec. 17, 2013); Randal B. Gilbert, "The Nineteenth Iowa Infantry and the Battle of Stirling Plantation," http://www.smithcountyhistoricalsociety.org/camp_ford/stirling.php (accessed Dec. 17, 2013).

United States War Department, *Compiled Service Records of Confederate Soldiers Who Served in Organizations from Texas* (RG 109, National Archives), 1st Texas Infantry: William A. Bedell, F. A. G. Gearing [herein-after cited as CSR]; *Houston Triweekly Telegraph*, Oct. 26, 1862; *Houston Telegraph*, July 15, 1864; *Dallas Morning News*, Aug. 20, 1895.

Philadelphia Age, July 25 and Dec. 13, 1864, Feb. 16, 1865; *Proceedings of a Military Commission . . .* Sept. 24, 1864 (Unfiled Papers), 8; Nott and Huntington, *Cases Decided in the Court of Claims*, 166-168, 171, 178; Smith, *Pennsylvania State Reports*, Volume LIII, 3: 362-373; "Profiles in Time: DeWitt Clinton Bidwell," <http://profilesintime.blogspot.com/2007/01/dewitt-clinton-bidwell.html> (accessed Dec. 13, 2013); "Dorothy Sloan Auction 22: Inventory and Summary of Contents," *Memphis Avalanche*, Mar. 30, 1867; Ninth Census, 1870, Schedule 1: Population [Alleghany County, PA]; United States Department of the Interior, Bureau of the Census, Tenth Census, 1880, Schedule 1: Population [Alleghany County, PA] (RG 29, National Archives); "A History of Grace Church Parish, Mount Washington, Pittsburgh, Pa.," <http://freepages.genealogy.rootsweb.ancestry.com/~njm1/1903-Grace-Church-Parish-Mt-Washington-PA3.html> (accessed Dec. 12, 2013); "Elizabeth Addington Goehring," <http://www.findagrave.com/cgi-bin/fg.cgi?page=gr&GRid=101779992> (accessed Dec. 12, 2013).

Nott and Huntington, *Cases Decided in the Court of Claims*, 166; [Galveston] *Flake's Daily Bulletin*, July 27 and 31, Aug. 2, 3, 21, 25, 29, 31,

Sept. 1, 5, 11, 13, Oct. 6, Nov. 12, 14, 15, 29, 1865, May 29, 1866; Houston Triweekly Telegraph, Sept. 6 and 13, Oct. 9 and 20, Nov. 20, 1865, Jan. 15 and 24, Feb. 7, 1866; Proceedings of a Military Commission . . . Sept. 24, 1864 (Unfiled Papers), 11; "Centennial Photograph of James R. Richardson," http://www.ohiomemory.org/cdm/ref/collection/p267401_coll36/id/3215 (accessed Dec. 10, 2013); Edward S. Bragg to Alexander Ramsay, Apr. 28, 1880, Ramsay to Bragg, May 12, 1880, United States Adjutant General, Letters Received By the Adjutant General, Main Series, 1871-1880 (RG 94, National Archives [<http://www.fold3.com/image/300390379/>] (accessed Dec. 20, 2013)); "DANFS Online: The Dictionary of American Naval Fighting Ships;" Austin Southern Intelligencer, Jan. 17, 1867. The John F. Carr was "wrecked" in Matagorda Bay in "early 1864," according to Paul Silverstone, *Civil War Navies, 1855-1883* (New York: Routledge, 2006), 174. But in fact the steamboat was afloat and ready to fight at Port Lavaca in April 1865, according to the Houston Triweekly Telegraph, Apr. 28, 1865, and it appears in postwar newspaper articles.

Ninth Census, 1870, Schedule 1: Population [Harris County, TX]; Houston Union, Jan. 8, Feb. 12, Mar. 8 and 19, Apr. 26, May 5, 19, 21, and 26, 1869; Houston Telegraph, Feb. 10 and 24, Mar. 31, Apr. 7, 1870; Louis Bell, "Elements of Illumination-XIII," *Electrical World and Engineer* 36 (Oct. 27, 1900), 643; "Improvement in Apparatus for the Manufacture of Gas from Oils," <http://texashistory.unt.edu/ark:/67531/metapath166775/> (accessed Dec. 10, 2013); "Improvement in Apparatus for the Manufacture of Gas from Oils," <http://www.google.com/patents/US128199> (accessed Dec. 10, 2013); Allen W. Hatheway, *Remediation of Former Manufactured Gas Plants and Other Coal Tar Sites* (Boca Raton, FL: CRC Press, 2012), 1,289.

Houston Evening Telegraph, Apr. 18, 1870; Houston Telegraph, Aug. 11, 1870, Feb. 6, 1873); Galveston Triweekly News, July 15 and 20, 1870; [Galveston] Flake's Bulletin, July 15, 1870; Houston Union, Jan. 8, Feb. 12, Mar. 8 and 19, Apr. 26, May 5, 19, 21, and 26, 1869; July 16, 19 [quote], and 22, 1870; CSR, 13th Texas Volunteers (Bate's Regiment): W. P. Hamblin; "Texas Legislators: Past & Present," <http://www.lrl.state.tx.us/mobile/memberDisplay.cfm?memberID=3743> (accessed Dec. 20, 2013).

[Virginia City] Territorial Enterprise, Sept. 20, 1877 [quotes], Mar. 3, 1878; Tenth Census, 1880, Schedule 1: Population [Storey County, NV]; United States Department of the Interior, Bureau of the Census, Eleventh Census, 1890, Special Schedule: Surviving Soldiers. . . [Storey County, NV]; United States Department of the Interior, Bureau of the Census, Twelfth Census, 1900, Schedule 1: Population [Storey County, NV]; United States Department of the Interior, Bureau of the Census, Thirteenth Census, 1910, Schedule 1: Population [Storey County, NV]; United States Department of

the Interior, Bureau of the Census, Fourteenth Census, 1920, Schedule 1: Population [Storey County, NV]; "Virginia City, Nevada, City Directory, 1878," http://interactive.ancestry.com/2469/13317344/800022234?backurl=http%3a%2f%2fsearch.ancestry.com%2fcgi-bin%2fsse.dll%3fnew%3d1%26gsfn%3dFranklin%26gsln%3dGearing%26rank%3d1%26gss%3dangsg%26mswpn__ftp%3dNevada%26sbo%3d1%26pcat%3dROOT_CATEGORRY%26h%3d800022234%26db%3dUSDirectories%26indiv%3d1%26ml_rpos%3d14&ssrc=&backlabel=ReturnRecord (accessed Dec. 12, 2013); Judith N. McArthur, "GEARING, MARY EDNA," Handbook of Texas Online, <http://www.tshaonline.org/handbook/online/articles/fg13> (accessed Dec. 20, 2013).

[Virginia City] Territorial Enterprise, Oct. 23 [sword quote] and 25 [Williams quotes], Nov. 3, 6, and 8, 1874, May 31 and Dec. 17, 1876, Dec. 19, 1877; [San Francisco] Daily Alta California, Mar. 2, 1886; George Martin, "Reply: ACW Veterans," <http://h-net.msu.edu/cgi-bin/logbrowse.pl?trx=vx&list=H-CivWar&month=0507&week=b&msg=fwLmLKTCKaYaLEHGxCwHQ&user=&pw=> (accessed Dec. 11, 2013); Michael S. Green, "Campaigning on the Comstock: Virginia City and the Hayes-Tilden Election," [http://www.rbhayes.org/hayes/content/files/Hayes_Historical_Journal/campaigning_on_the_comstock.htm#go back](http://www.rbhayes.org/hayes/content/files/Hayes_Historical_Journal/campaigning_on_the_comstock.htm#go%20back) [accessed Dec. 11, 2013].

Tenth Census, 1880, Schedule 1: Population [Storey County, NV, and Harris County, TX]; Twelfth Census, 1900, Schedule 1: Population [Storey County, NV]; Thirteenth Census, 1910, Schedule 1: Population [Storey County, NV, and Harris County, TX]; Fourteenth Census, 1920, Schedule 1: Population [Storey County, NV, and Harris County, TX]; "Houston, Texas, City Directory, 1887," http://interactive.ancestry.com/2469/4798429/381811086?backurl=http%3a%2f%2fsearch.ancestry.com%2fcgi-bin%2fsse.dll%3fdb%3dUSDirectories%26h%3d381811086%26indiv%3dtry%26o_vc%3dRecord%253aOtherRecord%26rhSource%3d8054&ssrc=&backlabel=ReturnRecord (accessed Dec. 12, 2013); "Houston, Texas, City Directory, 1892," http://interactive.ancestry.com/2469/4794925/381428390?backurl=http%3a%2f%2fsearch.ancestry.com%2fcgi-bin%2fsse.dll%3fdb%3dUSDirectories%26h%3d381428390%26indiv%3dtry%26o_vc%3dRecord%253aOtherRecord%26rhSource%3d2469&ssrc=&backlabel=ReturnRecord (accessed Dec. 12, 2013); "Houston, Texas, City Directory, 1899," http://interactive.ancestry.com/2469/4798131/381783350?backurl=http%3a%2f%2fsearch.ancestry.com%2fcgi-bin%2fsse.dll%3fdb%3dUSDirectories%26h%3d381783350%26indiv%3dtry%26o_vc%3dRecord%253aOtherRecord%26rhSource%3d2469&ssrc=&backlabel=ReturnRecord (accessed Dec. 12, 2013); "Houston, Texas, City Directory, 1902," http://interactive.ancestry.com/2469/4952844/1122678662?backurl=http%3a%2f%2fsearch.ancestry.com%2fcgi-bin%2fsse.dll%3fdb%3dUSDirectories%26h%3d1122678662%26indiv%3dtry%26o_vc%3dRecord%253aOtherRecord%26rhSource%3d2469&ssrc=&backlabel=ReturnRecord (accessed Dec. 12, 2013).

26indiv%3dtry%26o_vc%3dRecord%253aOtherRecord%26rhSource%3d2469&ssrc=&backlabel=ReturnRecord (accessed Dec. 12, 2013); "Houston, Texas, City Directory, 1912," [http://interactive.ancestry.com/2469/4991086/401499449?backurl=http%3a%2f%2fsearch.ancestry.com%2fcgi-bin%2fsse.dll%3fdb%3dUS Directories%26h%3d401499449%26indiv%3dtry%26o_vc%3dRecord%253aOtherRecord%26rhSource%3d2469&ssrc=&backlabel=ReturnRecord](http://interactive.ancestry.com/2469/4991086/401499449?backurl=http%3a%2f%2fsearch.ancestry.com%2fcgi-bin%2fsse.dll%3fdb%3dUS%20Directories%26h%3d401499449%26indiv%3dtry%26o_vc%3dRecord%253aOtherRecord%26rhSource%3d2469&ssrc=&backlabel=ReturnRecord) (accessed Dec.12, 2013); "Houston, Texas, City Directory, 1913," [http://interactive.ancestry.com/2469/4904114/391938995?backurl=http%3a%2f%2fsearch.ancestry.com%2fcgi-bin%2fsse.dll%3fdb%3dUS Directories%26h%3d391938995%26indiv%3dtry%26o_vc%3dRecord%253aOtherRecord%26rhSource%3d2469&ssrc=&backlabel=ReturnRecord](http://interactive.ancestry.com/2469/4904114/391938995?backurl=http%3a%2f%2fsearch.ancestry.com%2fcgi-bin%2fsse.dll%3fdb%3dUS%20Directories%26h%3d391938995%26indiv%3dtry%26o_vc%3dRecord%253aOtherRecord%26rhSource%3d2469&ssrc=&backlabel=ReturnRecord) (accessed Dec. 12, 2013); Texas Death Certificate for Emily Virginia Gearing; "Emily Virginia Marston Gearing;" "Mrs. Pearl Gearing Nelms," <http://www.findagrave.com/cgi-bin/fg.cgi?page=gr&GRid=98220876> (accessed Dec. 12, 2013); McArthur, "GEARING."

New Orleans Times, Oct. 21, 1865; Peter E. Palmquist and Thomas R. Kailbourn, *Pioneer Photographers from the Mississippi to the Continental Divide: A Biographical Dictionary, 1839-1865* (Stanford: Stanford University Press, 2005), 74-75, 592.