



Sons of Confederate Veterans



The Hunley Torpedo

The Lt. Dixon – CSS Hunley Camp # 2016, Sparks, Nevada

Number Five

Web Site: crossmicro.com/csshunley

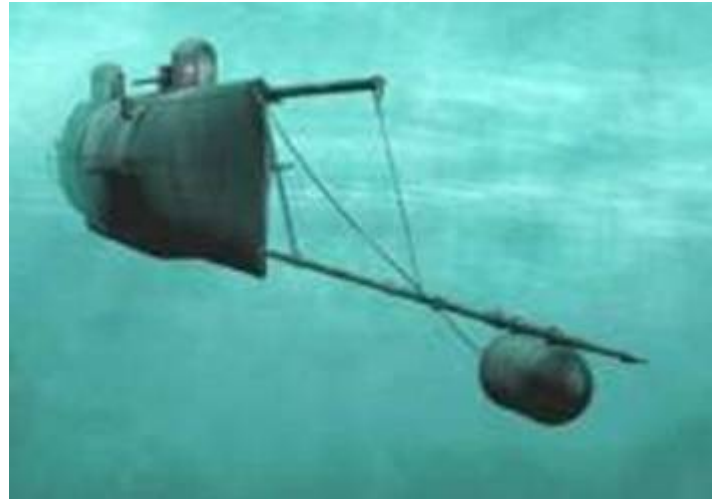
May 2006

Camp Report

‘100’

That’s right men! With the addition of our two newest members, we officially have a camp membership of one hundred men. The Lt. Dixon – CSS Hunley Camp welcomes its newest members, they are:

John Sanderson
Robert Sanderson



Colma

April is our most important month of the year. It is at this time that we observe Confederate Memorial Day. This April, we had an extra event. The California Division of the Sons of Confederate Veterans held a special dedication at an old cemetery in Colma, south of San Francisco on April 29th.

Five of us from this area joined them in a special dedication to two Confederate Officers buried there, side by side. They were General Higgins and Colonel Flournoy. Around the turn of the century, the City of San Francisco decreed that no more land could be used for cemeteries and most of the bodies already interred there had to be moved. Thousands, including these two Confederate Officers and dozens of more Confederates were re-interred at Colma. They were only provided markers if a relative was willing to pay ten dollars to have it done. Few relatives of these deceased people could be located. Consequently, these two Confederate Officers lie in unmarked graves next to each other. The California Division of the SCV donated a marble bench with the Southern Cross of Honor on it locating the position of these graves.

Next Meeting

It will be in the conference room of the Sparks Library on **Saturday, June 10th at 12:30 p.m.**

Ya’ll Come

Colma Continued

Commander Denne Sweeney of the Sons of Confederate Veterans, himself, flew from Texas to be here for this event. Overall it was attended by over a hundred people, including, representatives from most of the California Camps, the Ladies of the UDC; numerous re-enactors including at least fifteen Yankees. Our camp here in Sparks was represented by Lee Cross, David Morris, Joe Scamihorn, Johnnie Scamihorn, and Miriam Cavallero. An associate member of ours, Gary Stephens was present also. Gary originally joined the SCV through us; then he transferred to the Modesto Camp and rebuilt it as its adjutant. We attended a luncheon after the event at our hotel. At our May Meeting we voted a donation in the amount of \$100 to help pay for the marble bench. Joe donated half of these funds himself.

Images from Colma



Marble Bench dedicated to C.S.A. Officers



Gary Parrott gives details of History



The Dedication



The Honor Guard



Actual Burial Site of the two Officers



Gala Display of Flags

Images from Colma Continued



L-R: G. Stephens, J. Scamihorn, L. Cross, D. Morris



C-i-C Denne Sweeney speaks at the Event



CA. Div. Cmdr. Chuck Norred speaks at Event



SCV Men at the actual Burial Site



Johnnie Scamihorn and Miriam Cavallero



Post Event Luncheon at the Hotel

The Fall of Atlanta, the Day the War was Lost

The pre-war Atlanta population of 10,000 swelled to 22,000 by 1864. Atlanta was the gateway to the West. The Atlanta Medical College, hotels and municipal buildings became Confederate Hospitals. Five critical railroads radiated out of Atlanta. Valuable warehouses were concentrated there.

The South's second largest rolling mill was the Shofield and Markham Iron Works located there. The Atlanta Arsenal employed 5,500 men and women. It produced artillery shells and small arms. Other shops turned out swords, buttons, buckles, cartridge boxes, saddles, and bridles. A government shoe factory produced 500 pairs per day. The Confederacy's Quartermaster Dept. employed 3,000 women in the city working as seamstresses, turning out thousands of wool jackets, pants, and cotton shirts. One plant produced 75,000 rounds of small arms ammunition per day.

So important was the Western and Atlantic RR Line going north from Atlanta to Chattanooga, that it became the subject of a daring Yankee raid in 1862 that became known as the "The Great Locomotive Chase." This theme was made into an epic silent movie with Buster Keaton and later into a Disney movie of the same name. Those 20 plainclothes Yankees known as "Andrew's raiders," hijacked a train at Marietta north of Atlanta pulled by the Locomotive 'General'. All but one of these Yankees received Congressional Medals of Honor for the raid. This is remarkable because they failed in their purpose to sabotage this railroad which would have crippled the Confederate supply line into Tennessee. They were defeated primarily by the efforts of William Fuller, a railroad conductor who wouldn't give up the chase. The Yankees did everything they could to stop Fuller, including raising rails, leaving a burning car in a covered bridge, cutting telegraph wires and throwing ties on the track. Conductor Fuller chased them in the Locomotive, 'Texas'. They finally ran out of wood and water 2 miles north of Ringgold and were all captured by Confederate Cavalry soon afterward. Andrews and six other Yankees were executed for being spies.



Five Strategic Railroad Lines served Atlanta



Ruins of the Locomotive Roundhouse, Atlanta



200 Tons of Ammunition was detonated by Confederates in these two trains next to the Schofield and Markham Iron Mill in the retreat.

Brandy Station, Greatest Cavalry Battle of the War

On June 8th 1863, most of Stuart's 9,000 cavalry was camped at Brandy Station by the Rappahannock River screening General Lee's Army at nearby Culpepper.

A dense fog hung over the Rappahannock on the morning of June 9th. 11,000 Yankee cavalrymen were amassed on the other side of the river. Union General Pleasanton sent half of his force over the river at Beverly's ford and the other half at Kelley's Ford, four miles downstream. He thought he was attacking a Rebel Raiding Party of unknown strength and planned to annihilate them in a pincer movement.

Stuart's forces were taken by surprise but his troops stopped those Yankees that crossed at Beverly's Ford at a battle line by St. James Church. Stuart then received startling news that the Yankees were riding against his rear from Kelley's Ford. One lone gun was available at Stuart's Fleetwood Heights Headquarters; but this was enough to delay the Yankee advance.



General Jeb Stuart

Troops were rushed back from the St. James battle line to meet them. General Rooney Lee's Cavalry rode in from Little North Church, seven miles away and saved the day. This was the first time that Union cavalry had come close to holding its own against Stuart. The Unionists were defeated after a twelve hour battle and retreated north of the Rappahannock River in which the **Yankees suffered 866 casualties** compared to **523 for the Confederates**. But this battle was a big morale boost for the Yankee cavalry; and although they were getting better, they were not quite good enough. With a total of 20,000 men engaged, this was the largest all-cavalry battle of the war. The infantry could no longer say, "Who ever heard of a dead

A Letter from Sherman to Grant

William Tecumseh Sherman wrote this letter from his camp on the Big Black River in Mississippi to General Grant at Vicksburg:

"The amount of burning, stealing, and plundering done by our army makes me ashamed of it. I would quit the service if I could, because I fear we are drifting to the worst sort of vandalism...You and I and every commander must go through the war justly chargeable with crimes at which we blush."

The Funeral Train of Jefferson Davis

Adapted from Calvin E. Johnson Jr.' "A President's Last Train Ride"

New Orleans, Saturday, May 27th 1894:

No public business was held on this Saturday in 1893 when the remains of Jefferson Davis, former President of the Confederate States of America was removed from the Tomb of the Army of Northern Virginia at Metairie Cemetery and taken to Confederate Memorial Hall in New Orleans where his casket was placed on a huge oak catafalque.

It had been nearly four years since Jefferson Davis died in New Orleans and was buried temporarily at Metairie Cemetery. Varina Davis, his wife, worked to secure an honor guard and funeral train to take her husband to Richmond, Virginia, for final burial.

At 4:30 p.m. on Sunday the 28th of May, a memorial service was held for President Davis in which a moving memorial address was delivered by Louisiana's Governor Murphy J. Foster.

The Casket of Jefferson Davis was then delivered to a committee of Veterans from Virginia, who had been sent to receive it. A procession was formed for the long, slow march to New Orleans's "Louisville & Nashville" Railroad Station on Canal Street.

Locomotive No. 69, with Engineer Frank Coffin, waited patiently as the casket was taken up a platform and passed through an open observation car window to a catafalque. The car's wall could not be seen due to the many flowers.

At 7:50 p.m. on Sunday, May 28th, 1893, Engineer Coffin pulled Locomotive No. 69 slowly out of New Orleans for the 1,200 mile journey to Richmond, Virginia. Old veterans saluted and women bowed their heads in prayer.

Newspaper reporters from New Orleans, Richmond, Boston, New York and the Southern Associated Press were guests on the train.

After a brief stop at Bay Saint Louis and slow-down at Pass Christian, the train stopped at Beauvoir, the Davis Family Home near Biloxi, where the Davis Family had spent 12 years. It was there that Davis wrote his book, "The Rise and Fall of the Confederate Government."

After a brief stop at Scranton, Mississippi (now Pascagoula), the train pulled into Mobile, Alabama at midnight with a thousand people waiting. When the headlight came into view, the Alabama Artillery fired a salute. Children were kept up past their bedtime to witness this part of our American History.

Locomotive No. 69 was retired and Locomotive No. 25 was coupled to the train. The new train's engineer was C.C. Devinney and the fireman was Warren Robinson.

This special train pulled into Montgomery, Alabama at 6:00 a.m. on May 29th, 1893. A severe rainstorm delayed the funeral procession to about 8:30 a.m. when a funeral cortege started for the state capitol. Six black horses drew the platform bearing the casket.

Funeral Train Continued

The casket was placed in front of the bench of the Alabama Supreme Court room. Above the right exit was a banner with the words "Buena Vista." During the War with Mexico, Jefferson Davis was a hero at Monterrey and was wounded at Buena Vista.

Church Bells tolled, cannons roared and people said farewell as the train pulled out of Montgomery's Station at 12:30 p.m. The train stopped briefly at West point, Georgia, under a beautiful floral arch, to pick up Georgia's Governor, William J. Northen and his staff.

At least 20,000 greeted the train in Atlanta, Georgia, as it pulled into Atlanta's Union Station at 4:30 p.m. on May 29th. A hearse, carrying the casket, was drawn by six dappled gray horses. The Old Gate City Guard was among those honored to guard the body of Davis as he lay in state at the capitol building.

The train left Atlanta, Georgia, at 7:00 p.m. and traveled through Lula, Georgia, Greenville, South Carolina and stopped at Raleigh, North Carolina. Davis' casket was taken to the North Carolina State Capitol.

A brief stop was made in Danville, Virginia, where a crowd of people gathered around the train and sang, "Nearer My God to Thee."

The Jefferson Davis Funeral Train finally reached Richmond, Virginia, on Wednesday, May 31st, 1893, at 3:00 a.m. It was Memorial Day. Mrs. Davis met the train and her husband's casket was taken to the Virginia State Capitol to lie in state.

It was reported that at 3:00 p.m. on May 31st, 1893, the Davis casket was placed on a caisson, that was drawn by six white horses, and taken to Hollywood Cemetery for burial. A newspaper account of the event reported.... "At least 75,000 people were along the streets and at the cemetery and not since 'The War Between the States' had so many Confederate Soldiers been seen in Richmond."

The Honor Guard fired a 21 – gun salute, the bugler played 'Taps' and Jefferson Davis, the South's beloved leader, was finally laid to rest.

Jefferson Davis was born on June 3, 1808. He was a graduate of West Point Military Academy, was a hero of the Mexican American War, served as Secretary of War; and was as a United States Senator from Mississippi in addition to being President of The Confederate States of America.



The City Point Explosion

August 9th 1864, City Point, Virginia:

In a daring special operation, a Confederate Agent planted a "Horological Torpedo" (a time bomb), aboard an ammunition barge tied up at City Point, Virginia. The resulting explosion, killed 43 and wounded 126, in addition to destroying two barges loaded with ammunition, a warehouse, and a considerable portion of the dock. The monetary loss to the Yankees was \$2,000,000.

On the 50th Anniversary of the Battle of Gettysburg,
at Gettysburg in 1913, these two former enemies shook hands,
The Confederate is on the left, the Union Soldier on the right

