

# Sons of Confederate Veterans

## The Hunley Torpedo

The Lt. Dixon – CSS Hunley Camp # 2106 of Sparks, Nevada

Number Eleven

Website: [www.dixon-hunley.org](http://www.dixon-hunley.org)

November 2007

### Camp Report

This year we achieved a peak membership of 103. As of this newsletter, we now have 89. Two of our members passed away this year, one transferred, and eleven declined to renew their memberships. This represents a loss of about 13 %. But the good news is that our gains throughout the year continue to exceed the losses we sustain at this time of year.

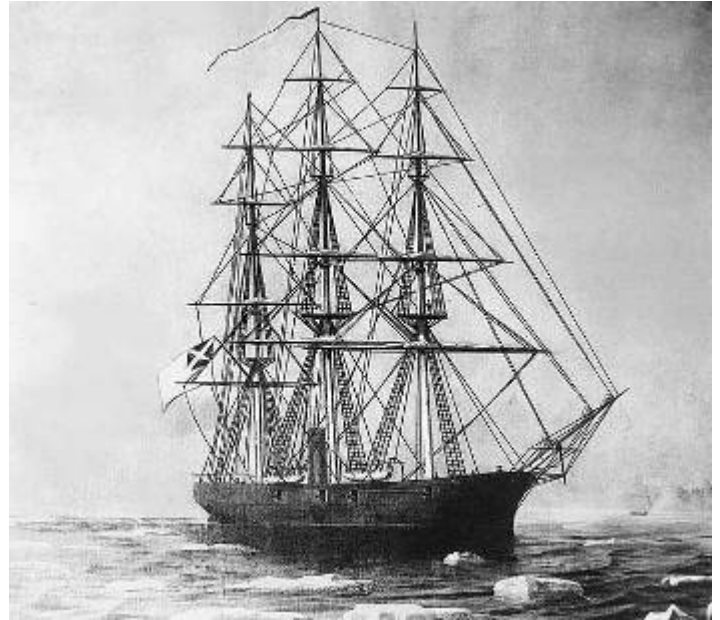
In the coming months throughout next year, let's work together and build our camp membership to a new record. We need 500 members to equal the largest eastern camp.

### Major Changes for 2008

Gentlemen, our breakfast meetings at the Black Bear Diner have promoted a change in our regular scheduling. In the coming year, our regular meetings at the Sparks library have been advanced to 10:00 AM. This frees our afternoons for other pursuits. This will not take place until February as we were unable to secure this slot for December and we will not have a regular meeting in January. The January's meeting was suspended because it would come the day following our Lee / Jackson dinner.

### Our Lee / Jackson Dinner 2008

I signed the contract with the Sands Casino. Our dinner will take place on **Friday, January 11<sup>th</sup>** beginning at 6:00 PM and ending at 9:00 PM. We were there in 2006 also. The event director at the Sands has given us a really good deal. Total cost per person, inclusive of tip will be \$31.50 per individual. The menu and other details will be shown in the next newsletter. We will have a no-host bar and music as in preceding years. Our dinner this year at Harrahs went off really well. Next year in January, we hope to best it.



CSS Shenandoah shown within on pages 4, 5, and 6

### Next Meeting

We meet on **Saturday, December 8<sup>th</sup> at 9:00 AM** at the Black Bear Diner. The Sparks librarian, having overlooked a prior commitment was forced to withdraw the 10:00 AM time slot. Last minute rescheduling requires that we vacate the diner by 11:00 AM. We have two major items of business to consider: (1) Elections for officers in the coming year (2) The Lee / Jackson dinner, one of our two most important annual events and probably the most fun.

### Resolution from November's Meeting

It was unanimously agreed that we would financially assist the boys of the Confederate Scouts so they could attend. They number about 16 and come from households lacking fathers and adequate financial support. This will be done with donations; no camp funds will be used. Even those who can't attend or live far away are encouraged to donate \$5, \$10 or any other amount.

# BRITISH PARTICIPANTS IN THE WAR OF 1861

When we think of the war we tend to think of its participants being mainly young American farm boys, often never having travelled more than 20 miles from their farm or home town, but is this a true supposition ...even as a generalization?

In the War of 61 it is generally accepted that 2 million men served in the Union forces and just over 900,000 in the Southern army and navy. Many of these men came from the countries of Europe, many were immigrants as children, others were recent adult immigrants and more still came specifically to fight for one side or the other. When I say countries of Europe I mean ALL the countries of Europe. Many thousands were from Sweden, Norway, France and Italy, but two countries provided hundreds of thousands. 250,000 participants of that war were German born and 200,000+ were British born. Indeed 141,000+ of the Southern State population were British born (1861 figure).

Concentrating on Britain, some of the war's most famous participants were from these Isles. Father John Bannon regarded by some as the South's greatest hero was born in Ireland (then a part of Britain). Most of the CS commerce raiders (the most successful warships of all time) were crewed by men from Liverpool, Bristol, Hull and other British ports, with American officers but some British ones too.

In the cemeteries of just about every town in Britain there are soldiers of the Union and Confederacy buried. In 1913 there were over 1,500 members of veterans groups here, meeting till at least 1931.

In my town (Scarborough, Yorkshire, England) there are Confederates mentioned on family gravestones and in nearby Bridlington, Shiloh fatality James Weadley of the 2<sup>nd</sup> Tenn. Inf had a pub (bar) that is still open today. The CSS Alabama's supply ship the Agripinna was built in my town at the Tindall shipyard.

In the War of 61 tens of British born men died, many of them in an attempt to gain Independence for a land everyone agreed was theirs ....the South.

By JOHN COLLIER, UK

**Note:** John Collier is a historian, writer and member of the SCV. He has actively catalogued Confederate graves in the UK.



**The  
Bonnie Blue  
Flag**

The first recorded use of the Lone Star Flag dates to 1810. On September 11<sup>th</sup>, 1810, a troop of West Florida dragoons set out for the provincial capitol at Baton Rouge under this flag. They were joined by other Republican forces and captured Baton Rouge, imprisoned the Governor and on Sept. 23<sup>rd</sup>, 1810 raised the Bonnie Blue Flag over the fort there. Three days later, the President of the West Florida Convention signed a Declaration of Independence and the flag became the emblem of a new republic. By Dec. 10<sup>th</sup> 1810, President Madison issued a proclamation declaring West Florida under the jurisdiction of the Governor of the Louisiana Territory. This flag was also used by The Republic of Texas

from 1826 to 1839. On Jan. 9<sup>th</sup> 1861, the convention of the people of Mississippi adopted an Ordinance of Secession. With this announcement, the Bonnie Blue Flag was raised over the capitol building. Harry McCarthy was so inspired that he wrote a song entitled "The Bonnie Blue Flag." The Confederate government did not adopt this flag but the people did and the Lone Star Flags were adopted in some form in five of the Southern States that adopted new flags in 1861.



## Grover Cleveland and the Confederate Flags



The president was a busy man; perhaps no other chief executive has paid more attention to the details of office than Grover Cleveland. The Adjutant General of the Army had suggested that it would be a "Graceful gesture" to return to the erstwhile Confederate states those battle flags that had been captured from the Southern forces during the Civil War. It was 1887, after all, and the war had been over some 22 years.

In agreeing to the return of the Confederate Flags, Cleveland precipitated a political tempest that revived the passions of wartime and even contributed to the President's defeat in his bid for reelection.

Not all of this was apparent to Grover Cleveland. Diligent and honest, he was nevertheless the first president since the war not to have served in the Union armies. It was a sore subject. As a young man, he and his two brothers had drawn straws to decide which of them would stay home and support their widowed mother. Cleveland had drawn the short straw, and as a result spent the war years as a lawyer in Buffalo, New York. He hired a substitute, George Brinski, a Polish immigrant. The practice was both legal and common; President Lincoln had himself hired a substitute, to remove any stigma from the practice. Nevertheless, Grover Cleveland's noncombatant status was not calculated to endear him to Union veterans.

Cleveland's war record was not the only issue that made him suspect to the Grand Army of the Republic. He had appointed two Southerners to his Cabinet, giving the South more than token representation for the first time since the war. Even more infuriating to the G.A.R. was Cleveland's preoccupation with economy in government, which led him to veto hundreds of private bills designed to place favored individuals on military pension rolls. Most of these bills were clearly without merit, but Cleveland's free use of the veto nevertheless brought forth a clamor from the veterans.

As letters and telegrams - most of them critical - poured into the normally somnolent White House, Cleveland realized that he had stirred up a hornet's nest. The New Yorker was a courageous man - many thought him stubborn - but he was not eager to take on the G.A.R. In a letter to Secretary Endicott on June 15, Cleveland advised that he had reconsidered the matter of the flags "with more care than when the subject was orally presented to me." As a result, he decided that to return of the flags by presidential edict "is not authorized by existing law nor justified as an Executive act." Disposition of the flags, he wrote, should be left to Congress.

If Cleveland thought that this strategic retreat would bring the matter to a close he was very much mistaken. The G.A.R. - numbering some 400,000 Union veterans - was at this time the most formidable lobby in the country. It was the Republicans for whom the G.A.R. turned out the vote. Now, with a Democratic president in the White House, the veterans' organization was not prepared to let the matter of the flags die away.

When Cleveland ran for election the following year, he was defeated by Benjamin Harrison despite a margin of nearly 100,000 in the popular vote. While there were no reliable polls a century ago, it was conceded that the veteran's vote had gone strongly against him.

By 1905, 40 years after Appomattox, there was a Republican in the White House. Theodore Roosevelt, acting in careful consultation with Congress, set about accomplishing the task that Cleveland had been unable to complete. It was remarkably easy. In February 1905 a bill to return Confederate battle flags passed both houses unanimously and was signed into law. It passed unanimously.

President Theodore Roosevelt was the blood nephew of James Bulloch, Chief Confederate Agent in Britain.

# Confederate Raider CSS Shenandoah

CSS *Shenandoah*, formerly *Sea King*, was an iron-framed, teak-planked, full-rigged vessel with auxiliary steam power. She was designed as a British transport for troops to the East, and was built on the River Clyde, Scotland, but the Confederate Government purchased her in 1864 for use as an armed cruiser. On 8 October she sailed from London ostensibly for Bombay, India, on a trading voyage. She rendezvoused at Funchal, Madeira, with the steamer *Laurel*, bearing officers and the nucleus of a crew for *Sea King*, together with naval guns, ammunition, and stores. Commanding Officer Lt. J. I. Waddell, CSN, supervised her conversion to a ship-of-war in nearby waters. The new cruiser was commissioned on 19 October and her name changed to *Shenandoah*.

In accord with operation concepts originated in the Confederate Navy Department and developed by its agents in Europe, *Shenandoah* was assigned to destroy commerce in areas as yet undisturbed, and thereafter her course lay in pursuit of merchantmen on the Cape of Good Hope-Australia route and of the Pacific whaling fleet. En route to the Cape she picked up six prizes. Five of these were put to the torch or scuttled; the other was bonded and employed for transport of prisoners to Bahia, Brazil. *Shenandoah* arrived at Melbourne, Australia, on 25 January 1865, where she filled her complement and her storerooms.

*Shenandoah* had taken but a single prize in the Indian Ocean, but hunting became more profitable as she approached the whaling grounds. Waddell burned four whalers in the Carolines and another off the Kuriles. After a 3-week cruise in the ice and fog of the Sea of Okhotsk failed to yield a single prize, due to a warning which had preceded him, Waddell headed north past the Aleutian Islands into the Bering Sea and the Arctic Ocean. On 23 June he learned from a prize of Lee's surrender and the flight from Richmond of the Confederate Government. Nevertheless, he was not apprised of the end of hostilities or the surrender of the Confederate Government. He captured 21 more prizes, the last 11 being taken in the space of 7 hours in the waters just below the Arctic Circle.

Waddell then ran south to intercept commerce bound from the West Coast to the Far East and Latin America, and on 2 August received intelligence from a British bark of the war's termination some 4 months before. Immediately *Shenandoah* underwent physical alteration. She was dismantled as a man-of-war; her battery was dismantled and struck below, and her hull painted to resemble an ordinary merchant vessel. Waddell brought her into Liverpool on 6 November and surrendered her to British authorities who turned her over to the United States.

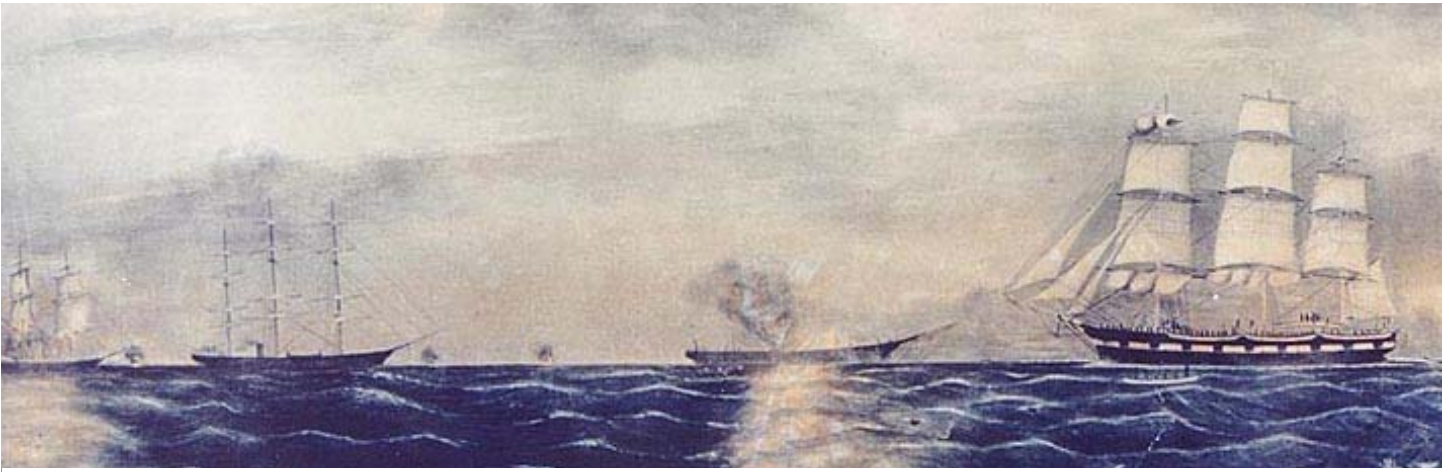
***Shenandoah*** had remained at sea for 12 months and 17 days, had traversed 58,000 miles and **captured 38 prizes**, mostly whalers.

---

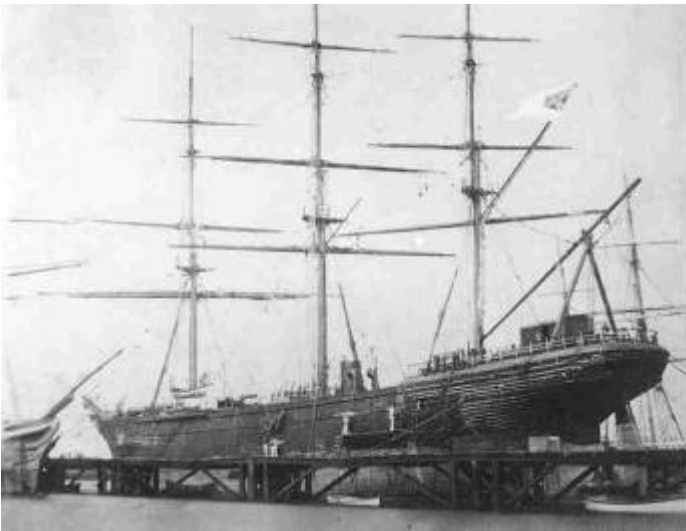
The effect of the CSS *Shenandoah* and other Confederate Cruisers on the U.S. Merchant Marine was devastating. In 1860, two-thirds of the shipping tonnage leaving New York Harbor was in American ships. By 1863, three-fourths of it, primarily British, was carried in foreign ships. By the time the *Shenandoah* lowered its flag, 715 American vessels had been transferred to British registry to escape capture or bankruptcy. This condition would last until World War I, when the U.S. Merchant Marine would finally recover.

---

Upon surrendering to UK authorities in Liverpool, the British decided to parole those seamen of Southern origin and hold British subjects pending charges for possible violations of neutrality. At a roll call on deck, two-thirds of the crew amid laughter and smiles, and with English and Gaelic accents, claimed their homes were in Louisiana, Virginia and other parts of the South. The entire crew was paroled and released.



In 7 hours, the CSS Shenandoah captured 11 whalers while operating in the Bering Sea above the Arctic Circle



Shown Below:

Former officers:  
photo taken in  
autumn, 1865 in  
England.



Capt. James Iredell Waddell

Born in North Carolina, he was a Marylander and Annapolis graduate. In the 1880s the Gov. of Maryland appointed him to take charge of a war the state was waging against Chesapeake Bay Oyster pirates.

The above photo shows the CSS Shenandoah undergoing repairs in the Australian Port of Melbourne. While there, 19 crewmen impressed from captured vessels deserted. Another 42 volunteered in Australia. In order to avoid violations of British Neutrality, they were not signed on until after the ship left Australian waters. Though most of these were British born, at least one was born in Australia.

The original crew out of England included: Capt: J. Waddell; Lieutenants: W. Whittle, J. Grimball, S. Lee, F. Chew, D. Scales; Acting Master: I. Bulloch; Engineers: M. O'Brien, W. Codd, J. Hutchinson, E. Mugguffeny; Surgeon: Lining; Paymaster Smith; Midshipmen: O. Brown, J. Mason; Asst. Surg: F. McNulty; Masters Mates: C. Hunt, J. Minor, M. Colton; Boatswain: G. Harwood; Carpenter: J. O'Shea; Gunner: J. Guy; Sailmaker: H. Alcott



Shown Above:

Seated: Surg. Edwin Booth  
Standing as follows, L-R:  
Irvine Bulloch: Master  
Bennett Green: Asst. Surg.  
William Murdaugh: First Lt.  
Charles Lining: Asst. Surg.



Saluting Gun, CSS Shenandoah

Shenandoah crewmen: The first 23 of these men transferred from the supply ship “Laurel” out of Portugal: Not shown below are 19 who deserted in Melbourne. All but one of these deserters had been impressed into CS Service from captured prizes. Those listed below as Hawaiian were born in Hawaii, and voluntarily signed on from captured U.S. whalers. Most of them are either native Hawaiian or mixed blood White / Hawaiian.

Adeias (Deas), George:	Portuguese, seaman	Kanaka, Joseph:	Hawaiian, landsman
Alexander, David:	Scottish, Corporal, CS Marines	Kearney, Lawrence:	Irish, seaman
Ambrose, William:	English, surgeon’s steward.	Kelley, John:	Irish, seaman
Backman, Andrew:	?	Kenyon, William:	Australian, Pvt. CS Marines
Barry, Thomas:	English, CS Marines	Kilgour, James:	Scottish, seaman
Bill, William:	Hawaiian, seaman	Kohler, Julius:	?, seaman
Blanking, John:	Danish, seaman	Long, Joseph:	Hawaiian, seaman
Boy, John:	Hawaiian, seaman	Mahoa, John:	Hawaiian, seaman
Brice, William:	Scottish, fireman	Manning, Thomas:	Marylander, seaman, pilot
Brosnan, James:	English, boatswain’s mate, prior service on the CSS Alabama	Marlow, James:	Born on the Isle of Man, cook
Brown, Robert:	English, Pvt. CS Marines	Marshall, David:	English, fireman
Burnett, William:	German (Prussia), Pvt. CS Marines.	Martin, John:	English, fireman
California, James:	Hawaiian, seaman.	McDonald, John:	Scottish, seaman
Canning, George:	English, Sgt. CS Marines	McLaren, Charles:	English, master at arms
Clark, William:	English, coal trimmer	Moran, Michael:	Irish, captain of forecandle
Clowery, John:	English, PVT, CS Marines	Morris, John:	Portuguese, seaman
Cobby, Charles:	English, quarter gunner	Morton, Charles:	American, seaman, marine guard
Collins, John:	American, seaman	Moss, John:	Irish, Pvt. CS Marines
Corr, James:	English, coal heaver	Mullineaux, Henry:	English, coal trimmer
Crawford, William:	English, gunner’s mate, prior service on the CSS Alabama.	Murray, Maurice:	Irish, Pvt. CS Marines
Crooks, Samuel:	English, Australian, seaman	Orr, James:	English, landsman
De la Core, Civio:	?, landsman	Park, John:	American (GA) Pvt. CS Marines
Delombas, Antone:	Portuguese, seaman	Patterson, Alexander:	Scottish, seaman
Dowden, John:	Massachusetts man, seaman	Paulsen, George:	English, Pvt. CS Marines
Dunning, John:	English, seaman	Ramsdel, John:	English, Australian, seaman
Espagno, Benedicto:	?, seaman	Rawlinson, William:	English, fireman
Evans, Thomas:	Welsh, seaman	Raymond, Peter:	French, captain of the foretop
Exshaw, James:	Irish, paymaster’s steward	Reid, Michael:	English, master at arms, previous service on the CSS Alabama
Fegan, James:	Irish, seaman	Riley, Henry:	Canadian, Aust., Pvt. CS Marines
Fenno (Fenner), William:	English, seaman	Rodrigues, Joaquin:	Portuguese, landsman
Flood, George:	?, coal heaver	Roselle, Roberto:	Peruvian, cabin boy
Floyd, John:	Irish, Pvt. CS Marines	Ross, James:	Canadian. Seaman
Ford, James:	New Yorker, seaman	Rowe, Louis:	French, captain of the maintop
Foren, Thomas:	Irish, seaman	Sailer, Cyrus:	Hawaiian, seaman
Fox, Henry:	English, quarter gunner, had formerly served on the Alabama under the surname Yates.	Seaman, Alfred:	German (Prussia), seaman
French, James:	Hawaiian, seaman	Sylvia, Emmanuel:	Portuguese, Pvt. CS Marines
Gifford, George:	American, Corporal CS Marines	Simmons (Dubocconson):	Malay, cabin boy
Givens, Alec:	Hawaiian, seaman	Simms, James:	English, seaman
Glover, Franklin:	American, seaman	Simpson, William:	English or Irish, sailmaker, prior service on the CSS Alabama.
Grafe, Charles:	German, seaman	Smith, William:	English, coal trimmer
Green, William:	English, coal trimmer	Spring, John:	English, captain of the hold
Griffiths, John:	English, coxswain	Stevenson, John:	African American, seaman
Grimes, James:	Irish, Pvt. CS Marines	Strachan, James:	Scottish, coal heaver
Hall, Thomas:	English, quartermaster, seaman	Strong, Thomas:	American, captain of mizzen top
Hansen, Jacob:	Danish. Seaman	Sutherland, Henry:	Scottish, ship’s carpenter
Hawthorn, Thomas:	Irish, seaman	Swanton, William:	English, seaman
Hill, John:	Irish, seaman	Tuft, Francis:	English, cooper
Hillcock, William:	English, seaman	Venavery, Charles:	Canadian, Pvt. CS Marines
Hopkins, Charles:	African American, cook	Warren, William:	English, boatswain’s mate
Hutchinson, William:	English, seaman	Way, Walter:	English, landsman
Iverson, William:	Irish, Pvt. CS Marines	Weeks, Edward:	African American, officer’s cook
James, John:	English, carpenter’s mate	Welch, James:	American, seaman
Jones, John:	Welsh, quartermaster, seaman	West, William:	English, seaman
Jones, William:	Indian (Madras, India) steward	Wicker, Hermann:	German (Hanover), coal trimmer
		Wiggins (Weigand), L:	Russian (Riga), signal qtr. master
		Williams, John:	English, cabin boy

# Heritage



# Heritage

Early this year, Mrs. Marion Wood of Texas was in Richmond searching at the Oakwood Cemetery for the grave of her ancestor, Pvt. John Toomer Young, Hood's Texas Brigade. The only clue was a letter from Pvt. Young's brother describing in detail the marble headstone. With the assistance of the local SCV and our camp's list of Confederate internments at Oakwood, Mrs. Wood was able to locate the grave only to find the original stone smashed into four pieces and almost completely buried. Mrs. Wood and her family decided to have a duplicate made with the help of Compatriot Lee Hart, a copy of the original letter and the remaining pieces were boxed and sent to Georgia where a new stone could be hand carved. After the SCV placed the new stone, a ceremony was held on November 10<sup>th</sup> with Mrs. Wood and family along with 50 compatriots for Pvt. John T. Young. What a great organization we belong to!

John Kindred

[johnk1861@yahoo.com](mailto:johnk1861@yahoo.com)

(858) 484-3851

---

## SONS OF CONFEDERATE VETERANS LEADER ANSWERS

### SHARPTON'S REMARKS ABOUT CONFEDERATE SYMBOLS

**Elm Springs, Columbia, TN**, November 1, 2007 - The following statement was issued today by Christopher M. Sullivan, Commander-In-Chief, Sons of Confederate Veterans:

It has come to our attention that Al Sharpton has used highly volatile and untrue words to inject his prejudice into a non-story with Vice President Cheney. It appears to be another attempt by Sharpton to grab headlines and falsely cry 'racism' for profit.

According to wire reports, a photographer for the *New York Daily News* took a picture of a Confederate flag hanging in the garage of a private hunting lodge where Vice President Cheney was hunting. Since this Cheney hunting trip apparently garnered no real news, the media ran the picture to Sharpton for comment. Sharpton did not disappoint, pronouncing the New York club as "representing lynching, hate and murder of black people."

Once again Mr. Sharpton demonstrates his bigotry by trying to unjustly disparage the Confederate soldier's flag.

In the hearts of millions of diverse Americans, as well as by federal law, Confederate soldiers are U. S. veterans, and Sharpton's divisive antics are dismaying to most fair-minded Americans.


The Sons of Confederate Veterans demands Sharpton apologize for his remarks.

In the future, if Mr. Sharpton again chooses to play politics, he should leave out his messages of hate and anger toward Confederate veterans and their symbols.

# Good People to Do Business With



**LARRY M. HEUER**  
PRESIDENT



**HEUER INSURANCE AGENCY**

POST OFFICE BOX 50850  
5050 VISTA BLVD.  
SUITE 101  
SPARKS, NEVADA 89435-0850  
TEL: (775) 358-5554 X222  
FAX: (775) 358-5596  
EMAIL: Lheuer@heuerinsurance.com



The oldest independent insurance agency in the valley. With personalized service the Heuer Agency offers coverage for all your needs. Family owned; see Larry, Adam or Dustin.



**Hillside Dental**

775.322.4388  
1100 California Avenue  
Reno NV 89509  
jmlibkedds@sbcglobal.net

**J. Michael Libke, DDS**  
GENERAL DENTISTRY

Second generation dentist in this area, Dr. Libke has over two dozen years experience in his field. Highly recommended professional care!

## SID'S AUTO CARE

foreign & domestic auto repair

**SID HAMM**  
OWNER-40+years Experience

1730 Shaber Ave#c  
sparks, nv. 89431  
@ CORNER OF ROCK&SHABER  
(775)358-4488



Sid has provided expert service for many of our members for engine and related problems. He is a mechanic you can trust.



**AMVETS**  
DEPARTMENT OF CALIFORNIA  
SERVICE AND REHABILITATION  
DEPARTMENT



**JOSEPH R. SCAMIHORN**  
SUPERVISOR/SERVICE OFFICER

V.A. REGIONAL OFFICE (775) 329-9833  
5460 RENO CORPORATE DR. RM 151 (775) 321-4890  
Reno, NV 89511 FAX (775) 329-6054

*SERVING WITH PRIDE*

30 Years Service in the U.S. Navy [WWII, Korea and Vietnam]; Joe has assisted hundreds of veterans to obtain their benefits. Contact him for any service connected injury.



**Bruce or Diane Bowyer**  
Referring Travel Agent

Vacation Packages Flights Cars and More...  
Book Travel: [www.gotraveleverywhere](http://www.gotraveleverywhere)  
Phone: 775-781-4770  
Email: [gotraveleverywhere@msn.com](mailto:gotraveleverywhere@msn.com)  
Your Travel Store [www.gotraveleverywhere.info](http://www.gotraveleverywhere.info)

Are you planning a trip? The Bowyers, Bruce and Diane offer fully competitive service and rates for the full range of your needs.

## Virginia City Publishing Company LLC



Lee Cross, General Manager - Author

Telephone: 775-359-8453  
Fax: 775-359-8445  
Email: [vcpubco@yahoo.com](mailto:vcpubco@yahoo.com)  
Address: P.O. Box 51389  
Sparks, NV 89435

Our new website is up and running at [www.bookimagineer.com](http://www.bookimagineer.com). Author / Publisher Lee Cross' works can be viewed and ordered.