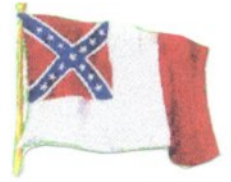




Sons of Confederate Veterans The Hunley Torpedo



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

Number Seven

Website: www.dixon-hunley.org

September 2008

Camp Report

We're Back! Summer is over; it's time for us to go to work. Actually, work continued throughout July and August. Much has happened. First, the Lt. Dixon – CSS Hunley Camp wishes to welcome its newest members. They are:

William Anderson
Charles Baird
Douglas Brown
Jack Eaves
Robert Hale
Tom Phinney

Our September Meeting

It was very successful! William Lockridge from North Carolina gave us a historical presentation. Bill was here for the air show and contacted me prior to his arrival. He presents historical programs back east to numerous SCV camps. Bill presented an excellent program for us about the importance of Selma, Ala. during the War of Southern Independence. Our vital "Selma Naval Gun Works" was located there, producing most of the 7" Brooke Rifles which were considered to be the finest cannon of the war—and worldwide!

The Hunley Replica

It was at Virginia City on Labor Day weekend. Its builder, John Dangerfield accompanied the sub along with our own camp compatriot, John Nevins, who was the historical docent. Together, they presented the Hunley at numerous locales here in the West. Bill Dangerfield was actually the man who opened up the real Hunley when it was raised. The replica was built to historical specifications and is a masterpiece of design.



Next Meeting

It will be on **Saturday, October 11th at 10:00 a.m.** in the conference room of the Sparks library. A film about the raising of the Hunley will be shown. We also have important camp business to transact. All business from our September meeting was set aside for Bill Lockridge's program. We must catch up.

Special Thanks

To all of you who are contributing extra money toward the SLRCs emergency fund request. Here is the background: On September 23rd I received an emergency request from Roger McCredie at the Southern Legal Resource Center. For those of you who are new to the SCV, the SLRC is the only law firm in the U.S. dedicated to our heritage preservation. Well, they are operating on fumes. Next month, the SCV will send them money but can't do so until the GEC convenes. After conferring with other camp officers, I authorized an immediate donation in the amount of \$500. At our next meeting we will vote retroactively on this. I guaranteed the amount in case the motion doesn't pass. Many of you pledged additional amounts which will also be sent to the SLRC.

Labor Day Weekend in Virginia City

Our men from the Confederate Brigade of the Comstock re-enactors and other re-enactment groups were in Virginia City on Labor Day weekend. Thank God! They were able to keep the Yankees out of Nevada for a while. Also the Hunley replica was there, built to original specifications by John Dangerfield. John Nevins, who is a member of our camp, accompanied the Hunley on its western tour and was the docent (historical tour guide and lecturer). A few of our people visited the exhibit there in Virginia City. In the following days, it was brought to Reno and Sparks and presented at numerous schools for educational purposes. One of many photographs is shown as follows:



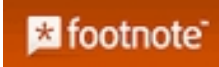
Re-enactment at Gettysburg

Our own Terry Raemhild was in Gettysburg this summer for the re-enactment, where he was a Confederate Cavalryman. Terry also belongs to the Comstock Re-enactors. Terry presented me with some photos from that event **which have been lost in this black hole I call my office**. Sorry, Terry! I'll show them in a future issue.

Unfortunately, I must use this same excuse for not showing the photos supplied by Rodney Clifton.

For anyone interested in accessing Confederate Soldier records, the most comprehensive source on the web is Footnote.com; I recommend subscribing to the following link. The SCV gets a bonus for every subscriber:

www.footnote.com/scv.php?kbid=1162&xid=68



The following is a reproduction of one of our earliest articles from 2004

Secession and Yankee Imperialism

I thought it would be of great interest to all of the compatriots of our camp to know that the idea of secession from The United States is alive and well in Hawaii. Never fully understanding how this country acquired those beautiful islands, I did some research and came up with the following facts. Hawaii became an independent country by 1810. It was ruled by a king. In 1839 it became a constitutional monarchy and in 1840 its government was divided into an executive, legislative and judicial branch just as our own country. The legislature was composed of two houses: the House of Nobles and the House of Representatives. By 1843 all of the major countries began to recognize the independence of Hawaii. In 1843 the Kingdom of Hawaii entered into Treaties and Conventions with the nations and territories of Austria, Belgium, Bremen, Denmark, France, Hamburg, Italy, Hong Kong, Japan, The Netherlands, New South Wales, Portugal, Russia, Samoa, The Swiss Confederation, Sweden, Norway, Tahiti, The United Kingdom and The United States of America.

Hawaii progressed to have a system of codified laws; its own money, postage; security forces; and system of naturalization laws that allowed other ethnic groups to settle in Hawaii. Initially a large number of Koreans were encouraged by the king to immigrate due to a famine in Korea. A large number of Americans did also, disproportionately represented by “Yankee types.” In 1887 a minority of Hawaii’s subjects dominated by these Yankees formed a group called the “Honolulu Rifles” to take over the kingdom. They tried to ram a new “Bayonet Constitution” upon King David Kalakaua. One requirement of this constitution was that before anyone could vote such person must swear allegiance to this new constitution. This effectively disenfranchised the majority of the native population. The legislative body did not approve of this change. Organized resistance to this resulted in the creation of the Hawaiian Political Party. On January 16, 1893, United States diplomatic, military personnel and Yankee immigrants conspired to overthrow the Hawaiian government and a treaty of annexation was submitted to the United States Senate on February 15, 1893. Newly elected Democrat President, Grover Cleveland, being the fine man that history bears him out to be, would have no part of this and appointed one James H. Blount to investigate it. The result of Blount’s report was that the United States Legation was in connivance with the U.S. Military Forces, and both were directly responsible for the overthrow of the legitimate Hawaiian Government, and recommended restoration of the rightful regime. Within five years, a new U.S. President was elected, William McKinley who had been a Union Major during “The War Between the States.” McKinley entered into a pact with the same group that had formed the Bayonet Constitution to again attempt the U.S. annexation of Hawaii on June 16, 1897. But this was refuted by the U.S. Senate after receiving 21,169 protest petitions from Hawaiian Nationals. As a result of the Spanish American War, The Hawaiian Islands were annexed on July 7, 1898 by a joint session of Congress because the U.S. needed a staging point for its conquest of Spanish territories in the Far East.

This leads the reader to wonder what this has to do with our Confederate heritage and history. Here’s the link – history repeats itself. As our ancestors fought for Constitutional Law, so our descendants and all people of this country may choose to secede from an omnipotent, domineering United Nations in the future dominated by third world countries. They’re likely to use the same specious reasoning that the Yankees did, i.e. we voluntarily submerged our independence into the world organization. As proof, read the caption inserted at right from several years ago.

The Atlanta Journal-Constitution has reported that Supreme Court Justice Sandra Day O’Connor told a Southern audience recently that the High Court will increasingly base its decisions on international law rather than the U.S. Constitution.

The Battle of Mobile Bay

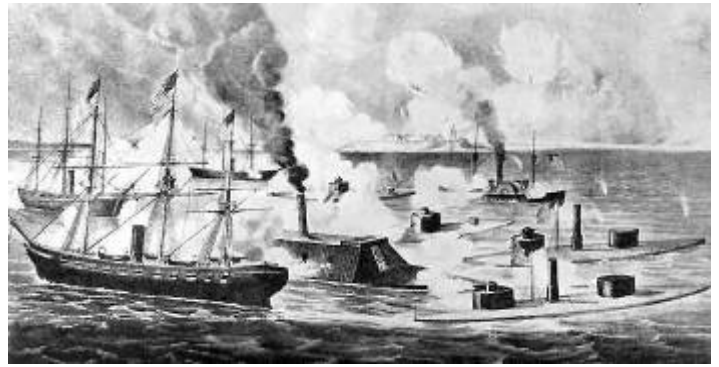
August 5, 1864: In the early morning as the *Tecumseh* attempted to steam by Fort Morgan, Col. Whiting fired his Selma-made Brooke cannon and hit her. The ship blew up. It is generally accepted and historically recorded that the Union warship was lost to a mine. Colonel Whiting declared he sunk her with one shot.

The captain of the lead ship, the USS *Brooklyn*, hesitated because of the mines and began backing up. Farragut saved his fleet by signaling, "Torpedoes! Damn! Full speed ahead! This was to prevent his ships approaching from the rear from smashing into the lead ones. His flagship, the *Hartford*, then took the lead.

The Yankee ships were lashed together two by two in order to minimize damage from the guns of the fort. And they succeeded in passing it fairly quick though they sustained numerous hits in the process. The Confederate mines proved to be defective which lends some credibility to the claim that the single shot from the Brooke gun sunk the *Tecumseh*, especially if after penetrating her armor the shell hit a magazine.

Once inside the bay the Union fleet was confronted by the Confederate Squadron consisting of the ironclad ram CSS *Tennessee*, and smaller wooden ships: CSS *Gaines*, CSS *Selma* and CSS *Morgan*. The CSS *Tennessee* was the most powerful ship in the Confederacy at this time. She was built at Selma and floated down to Mobile where she was finished. At 209 feet long, the *Tennessee* was covered with 5-6 inches of iron which was backed by 25 inches of wood. Her major flaw was a weak engine that only enabled her to travel at 3 ½ knots. This wouldn't even allow the ship to go upriver and would nullify any value as a ram.

As the Yankees steamed passed the fort, they pursued and captured the *Selma*. The *Morgan* escaped after delivering a telling broadside against the USS *Hartford*. She was pursued by the USS *Metacomet* but drove the Union warship off. She was the only ship left that fought to the end in April of 1865. The CSS *Gaines* was beached by Fort Morgan and burned by her crew to prevent capture.



The CSS Tennessee fighting the whole Union fleet alone.

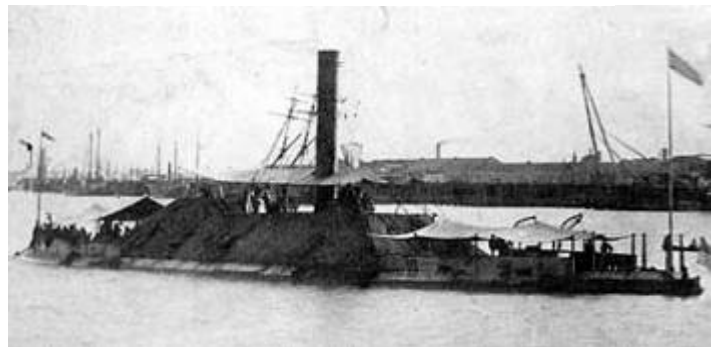


Above: The Gulf side of Fort Morgan after the battle.

Below: The Lighthouse by the fort after the battle.



Below: The CSS Tennessee after its capture.



As the Yankees passed by, the CSS Tennessee fired and severely damaged the USS Oneida. Inside the bay the Union fleet stopped, anchoring out of range of Fort Morgan. Realizing that Fort Morgan was isolated, Admiral Buchanan gamely plodded after them at 3 ½ knots. The Yankee fleet came alive, then encircled the lone Confederate ship that dared to take on a whole Yankee fleet. Yankee cannons hit the Tennessee over 250 times and Yankee ships rammed her three times. One 15-inch solid shot from the ironclad USS Manhattan barely cracked her armor. But the Tennessee's steering chains and smokestack were shot away and gun ports were shot closed. Unable to maneuver or fire, Admiral Buchanan gave the order to surrender.

Brigadier General Richard Page, Confederate Commander of Fort Morgan, later wrote: As they approached with a moderate wind and on the flood tide, I fired the first gun at long range, and soon the firing became general, our fire being briskly returned by the enemy. For a short time the smoke was so dense that the vessels could not be distinguished, but still the firing was incessant.

When abreast of the fort the leading monitor, the *Tecumseh*, suddenly sank. Four of the crew swam ashore and a few others were picked up by a boat from the enemy. Cheers from the garrison now rang out, which were checked at once, and the order was passed to sink the admiral's ship and then cheer.

At this moment the *Brooklyn*, the leading ship, stopped her engine, apparently in doubt; whereupon the order was passed to concentrate on her, in the hope of sinking her, my belief being that it was the admiral's ship, the *Hartford*. As I learned afterward, he was on the second ship. Farragut's coolness and quick perception saved the fleet from great disaster and probably from destruction. While the *Brooklyn* hesitated, the admiral put his helm to starboard, sheered outside the Brooklyn, and took the lead, the rest following, thus saving the fouling and entanglement of the vessels and the danger of being sunk under my guns. When, after the fight, the *Brooklyn* was sent to Boston for repairs, she was found to have been struck over seventy times in her hull and masts, as was shown by a drawing that was sent me while I was a prisoner of war at Fort Lafayette.

Union Losses

Ships sunk: USS Tecumseh (monitor)
USS Phillipi

Ships severely damaged:
USS Hartford
USS Brooklyn
USS Lackawanna
USS Monongahela
USS Metacomet
USS Oneida
USS Ossipee
USS Richmond
USS Galena
USS Octorara
USS Kennebec

Casualties: 332

Confederate Losses:

Ships lost: CSS Gaines (grounded)
CSS Selma (captured)
CSS Tennessee (surrendered):

Casualties: 32



Admiral Buchanan – This photograph shows him when he was a Captain. He commanded the CSS Virginia at the Battle of Hampton Roads.

Selma, Alabama

The South's Most Important Industrial Complex

Selma, Alabama was absolutely vital to the Confederacy by the end of the war. The Selma Ordnance Center included the CSA Arsenal, The Naval Foundry, The Naval Shipyard, railroad shops, both government and private machine shops and foundries. Among the items produced at Selma were rifles, pistols, gunpowder, swords, muskets, ammunition, caps and cartridges, clothing, canteens, knapsacks, woolen goods, cotton goods, harness, chain, lumber, nails, horseshoes, bolts, steam boilers and engines, heavy ordnance, cannons and seagoing ironclad warships.

Why Selma?

Geographically positioned in the center of the Confederacy, an attack on Selma would require the enemy to cross more than a hundred miles of hostile territory. By the Alabama River, Selma had access to year round deep water shipping channels. Infrastructures of river docks, railroads, stage and wagon roads and cotton storage facilities made Selma an attractive location for a manufacturing and supply depot. Nearby resources of coal, iron ore, sulfur, saltpeter (potassium nitrate), cotton, wood, livestock, grain, forage and abundant spring water added to Selma's appeal.

Operations

The arsenal was first made up of machinery confiscated from the U. S. Arsenal at Mt. Vernon Alabama. It later added equipment from evacuated private and government facilities at New Orleans, Memphis, Mobile, Baton Rouge, and the Briarfield Arsenal at Columbus, Mississippi.

From early 1862 until the end of the war The Selma Arsenal grew in importance and size. It manufactured almost every item used by the Confederate Army. Foreign goods were hard to import because of the Union's naval blockade.

In the last two years of the war Selma supplied an estimated half the cannons and two thirds of the ammunition used by the Confederacy. By the end of the war the Confederacy's primary sources of ammunition were The Selma Arsenal and Tredegar Iron Works in Richmond VA.

The Arsenal eventually covered 5 acres, contained 24 buildings and employed an estimated 3,000 workers. In addition the Naval Works covered 50 acres and employed an additional 3,000 workers. In all at the peak of the effort there were an estimated 10,000 workers employed in the manufacture of war materials. Some of them were German craftsmen but most were women, children and slaves.

The Naval Yard at Selma built the CSS Tennessee, a 1,273-ton ironclad; the CSS Huntsville, and the CSS Tuscaloosa. In 1864 Selma launched the hand-cranked submarine—American Diver; but after a failed attempt on a union blockade the American Diver was deemed too slow to be of any use.

By the end of the war most of the ammunition produced in the Confederacy came from The Selma Arsenal and Tredegar Iron Works in Richmond. As Tredegar's sources of supply diminished Selma became more vital.

Winslow's Report

Upon capturing Selma, General Wilson ordered Brig. Gen. Edward F. Winslow to destroy everything of value to the enemy. General Winslow made a comprehensive list of the facilities that were destroyed.

From General Winslow's report: The following is a partial list, which was not made complete, as in many cases the whole property could not be destroyed in the limited time allowed?

Selma Arsenal - Consisting of twenty-four buildings, containing an immense amount of war material and machinery for manufacturing the same. Very little of the machinery had been removed, although much of it was packed and ready for shipment to Macon and Columbus, Georgia. Among other articles here destroyed were fifteen siege guns and ten heavy carriages, ten field pieces, with sixty field carriages, ten caissons, sixty thousand rounds artillery ammunition, one million rounds of small arms ammunition, three million feet of lumber, ten thousand bushels coal, three hundred barrels resin, and three large engines and boilers.

Government Naval Foundry - Consisting of five large buildings, containing three fine engines, thirteen boilers, twenty-nine siege guns, unfinished, and all the machinery necessary to manufacture on a large scale naval and siege guns.

Selma Iron Works - Consisting of five buildings, with five large engines and furnaces, and complete machinery.

Pierce's Foundry, No. 1 and 2 - Each of these contained an engine, extensive machinery, and a large lot of tools.

Nitre Works - These works consist of eighteen buildings, five furnaces, sixteen leaches, and ninety banks. Powder Mills and Magazine - Consisting of seven buildings, six thousand rounds of artillery ammunition, and seventy thousand rounds of small arms ammunition, together with fourteen thousand pounds of powder.

Washington Works - Small iron works, with one engine.

Tennessee Iron Works - Containing two engines.

Phelan and McBride's Machine Shop - Containing two engines.

Horse Shoe Manufactory - Containing one engine; about eight thousand pounds of horseshoes from this establishment were used by our army.

Selma Shovel Factory - This factory contained one steam engine, eight forges, and complete machinery for manufacturing shovels, railroad spikes, and iron axletrees for army wagons.

Alabama and Mississippi Railroad - One roundhouse, one stationary engine, and much standing machinery, together with twenty box and two passenger cars.

Tennessee Railroad - One roundhouse, with machinery, five locomotives, one machine, nineteen box and fifty platform cars.

In the Fortifications - One thirty-pound Parrot gun, four ten-pound guns, eleven field pieces, ten caissons, two forges, and five hundred rounds of fixed ammunition.



The Heritage Page



Word War Continues over Confederate Flag Ron Aiken of the Columbia Free times, a weekly paper

Given his opportunity to move South Carolina forward and bring untold millions to the state's coffers through tourism and NCAA postseason events, Gov. Mark Sanford last week declined to take a role in removing the Confederate flag from the State House grounds.

Sanford balked even as more pressure is being mounted on state officials to remove a symbol that too many South Carolinians, and for that matter Americans, represents slavery, hate and discrimination. Removing the flag, Sanford told the Associated Press, would take "a tremendous amount of political capital to try and open a compromise. This administration is not going to be doing that."

Sanford also told the AP that rather than address the Confederate flag, he will spend the remainder of his term on "the things that will make the biggest difference in people's lives.": Sanford's comments came as the NAACP announced at its recent national convention that it was going to intensify its economic boycott of South Carolina. The National Association for the Advancement of Colored People instituted the boycott several years ago because of the rebel flag's presence at the Capitol.

In its stepped-up effort, the NAACP said it would press Hollywood actors and producers to stop making movies in South Carolina. In recent months, major motion pictures Nailed, Leatherheads and Death Sentence were filmed in the state, pumping millions of dollars into its economy, according to Marion Edmonds, spokesman for the S.C. Department of Parks, Recreation and Tourism. The NCAA also boycotts the Palmetto State because the Confederate flag flies at the State House.

The banner was removed from the dome of the Capitol in 2000, but its relocation to a highly visible spot where North Main Street meets the State House grounds continues to offend many people.

NAACP national interim president Dennis Courtland Hayes, also speaking to the AP, said his organization is undeterred by the lack of political will for change in South Carolina. "I know they don't want to get into it, but we're going to get into it." Hayes said. "That flag is not going to continue to fly in the face of our children. That flag is something that is very disrespectful to black people, and it's unfortunate that the governor does not appreciate that and unfortunate that he doesn't appreciate that feeling among a large part of his constituency, black and white citizens of South Carolina."

One member of the Sons of Confederate Veterans was quoted as saying the group planned to erect large Confederate flags at prominent locations along South Carolina interstates and highways because of the

NAACP's plans. But the leader of the state chapter of the Sons of Confederate Veterans told the state newspaper that was simply one man's opinion and the group had no specific action in mind.

Still, the latest back and forth shows no signs of affecting a compromise in the near future. Speaking to the Greenville News, state Senate President Pro Tempore Glenn McConnell, R-Charleston, dismissed characterizing the flag as anything other than an honorable symbol of a proud heritage as a "burp in a whirlwind." McConnell, a Confederate re-enactor, Civil War relic shop owner and attorney, added that "to inflict economic harm in hard times...is mean spirited.", and that in the years since the flag was taken down from the State House dome, "the mainstream has moved on."