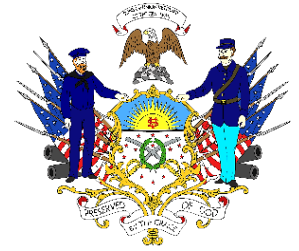




THE HARRIET LANE

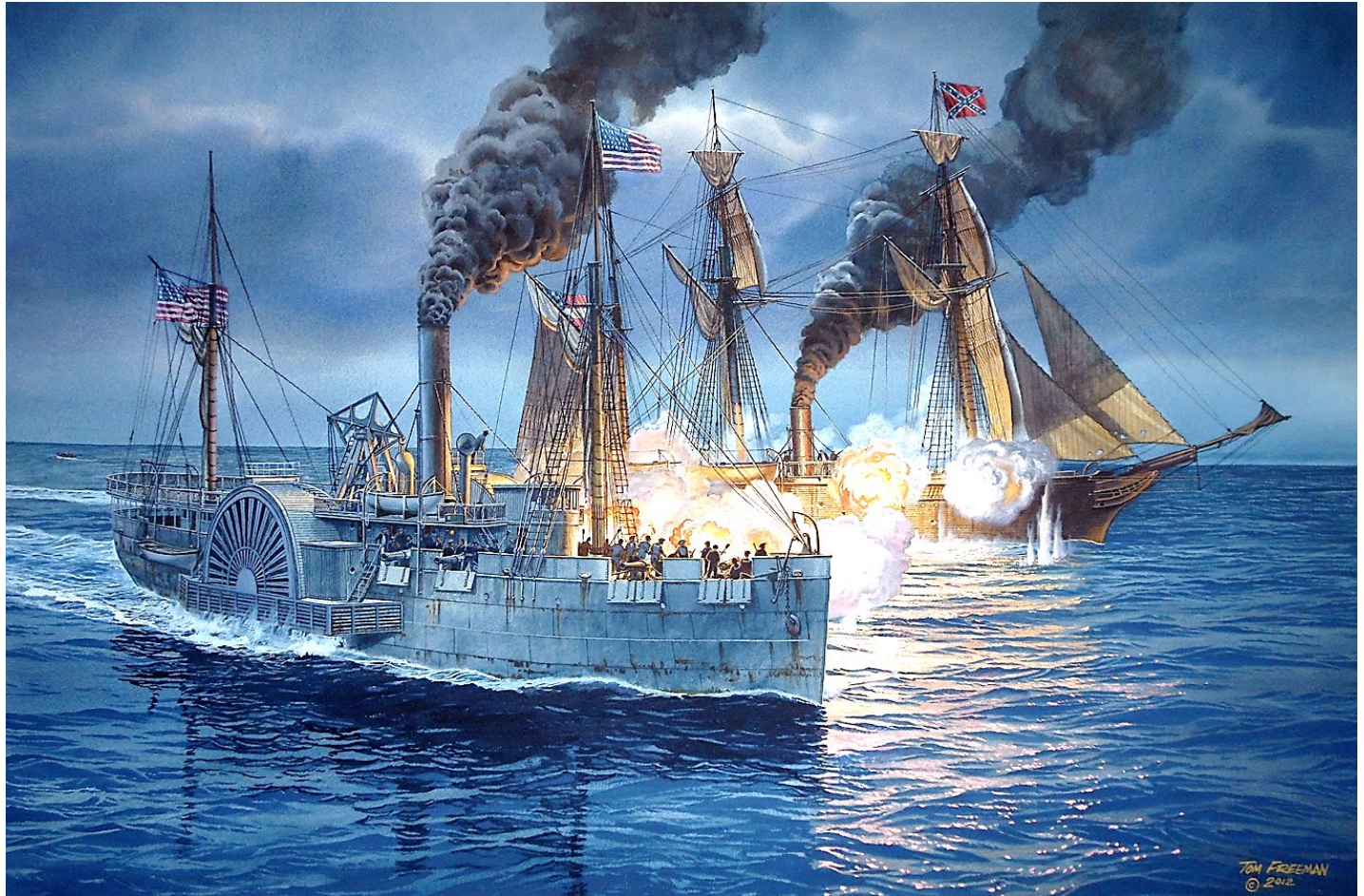


The Official Newsletter of
Lt. Commander Edward Lea U.S.N. - Camp No. 2 - Houston
SONS OF UNION VETERANS OF THE CIVIL WAR

March 2022

Volume 28

No. 1



**BATTLE OF GALVESTON
COMMEMORATION**



**AMERICA'S ARSENAL
OF DEMOCRACY**



**WEAPONS OF WAR
THE MISSISSIPPI RIFLE**

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Cover Images

Large: "The Fatal Chase" by Tom Freeman depicting the steamer *USS Hatteras* firing on the Confederate war-sloop *CSS Alabama* off the Galveston light on 11 January 1863. This, only ten days after the *USRC Harriett Lane* was captured by a boarding party from the *CSS Neptune*. The *USS Hatteras* was sunk in the engagement - the first conquest in *CSS Alabama's* distinguished career.

Left Inset: Musket salute by Federal Honor Guard during the *Battle of Galveston Commemoration* ceremony.

Mid Inset: Illustration of the Liberty Ship *SS Jeremiah O'Brien*.

Right Inset: Percussion lock and hammer of an original 1847-dated Mississippi rifle.

The *Harriet Lane* newsletter is published quarterly (March, June, September, and December). Send questions or comments concerning the newsletter to the Editor at: mlance387@gmail.com

America's Arsenal of Democracy

They were gray in color and relatively homely. About 2,710 of them were brought to life between 1941 and 1945. Together, they were often referred to as *America's Arsenal of Democracy*. Dubbed 'Liberty Ships', they carried cargo and/or troops around the world – supplying and supporting the Allied cause during World War II.

The Liberty Ship program resulted in a great number of memorials to Civil War-era personalities. Fifty-five of the ships were named after men who wore Union blue, and another thirty-one were named after men who wore Confederate gray. In addition, over fifty more were named after prominent civilians of the early 1860's.

The Liberty ships were produced at eighteen different shipyards in the United States. In 1941, it typically took 244 days to build one. But by 1945, it took only about 44 days. They were easily the largest class of ships ever built - British in conception, but adapted by the U.S. – and relatively cheap and quick to build. At full steam, the Liberty Ships averaged 11.5 knots. At sea, they formed a lifeline to America's allies.

Liberty Ship at sea

At least two important conditions were decreed by the *U.S. Maritime Commission* regarding the selection of names for the Liberty Ships: 1) none would be named after a living person, and 2) none of the proposed names could have previously been assigned to an existing ship.



The first Union personality-referenced Liberty Ship launched was the *SS John C. Fremont*, and the last launched was the *SS Thomas F. Meagher* – both named for Civil War generals. The *Fremont* struck a mine in Manila Bay in 1945 and was scrapped. The *Meagher* was finally scrapped in 1969.

For the Confederacy, the first Liberty Ship launched was the *SS Zebulon B. Vance*, named after a Confederate Colonel and war-time governor of North Carolina. And the last launched was the *SS Benjamin H. Hill*, named for a Confederate States Senator from Georgia. The *Vance* was sold to a private party in 1947, and eventually scrapped in 1970. The *Hill* was scrapped in 1971.

Robert E. Lee's name was omitted because his name had already been claimed by a steamship built in 1924. But the names of other Confederate corps commanders were still available to adorn the Liberty Ships, including: Fitzhugh Lee, Jubal A. Early, J.E.B. Stuart, Richard S. Ewell, A.P. Hill, John B. Gordon, T.J. 'Stonewall' Jackson, James Longstreet (*see page 6*), and Wade Hampton. Other Confederate officers represented include John S. Mosby, D.H. Hill, E. Kirby Smith, Joseph Wheeler, and William Nelson Pendleton

On the Union side, there were already existing ships named after Ulysses S. Grant and William T. Sherman, so no Liberty Ships were named after them. But Generals Abner Doubleday, John Gibbon, Andrew A. Humphreys, and John Sedgwick were included, all representing the *Army of the Potomac*. Other Union heavyweights included: George Meade, Winfield Scott, George B. McClellan, Philip H. Sheridan, Irvin McDowell, George H. Thomas, Ambrose E. Burnside, Joseph Hooker, William S. Rosecrans, Lew Wallace, Franz Sigel, and Joshua L. Chamberlain.

It has also been observed that every participant in the unsuccessful February 1865 *Hampton Roads Peace Conference* was included in the names used to adorn Liberty Ships. The Union negotiators at the conference were President Abraham Lincoln and his Secretary of State, William H. Seward. When the *SS Abraham Lincoln* – the 'SS' indicating 'screw steamer' - was launched in October 1942 (*photo on next page*), seventeen-year-old Francis Cagle of Kentucky was on hand to watch. She attended with a couple of her school classmates who, as a group, had suggested the name

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America's Arsenal of Democracy (continued)

for the vessel. The *Abraham Lincoln* was scrapped in 1967 and the *SS William H. Seward* was scrapped in 1960.

The Confederate delegates to the *Hampton Roads Peace Conference* were Alexander H. Stephens, John A. Campbell, and Robert M.T. Hunter. The *SS Alexander H. Stephens* was eventually scrapped in 1973 and the *SS John A. Campbell* was scrapped in 1968. A Liberty Ship was also named after Confederate president Jefferson Davis, who worked behind the scenes for the peace conference. The *SS Jefferson Davis* was scrapped in 1961.



In November 1944, the *U.S. Maritime Commission* asked all U.S. shipyards to produce six ships the following month. The Brunswick, Georgia yard answered the call. On Christmas Day 1944, approximately 1,500 workers punched in for work at the yard. Ceremoniously, the welders, riggers, crane operators, cafeteria workers, bosses, and one man dressed as Santa Claus, all signed their combined salary of \$16,080 over to the war effort. Brunswick managed to reach the six-ship goal - and even went one better – building seven Liberty Ships. It was the only yard in the nation to do so.

The speed at which Liberty Ships could be constructed allowed the U.S. to build cargo and troop vessels faster than German U-boats could sink them. This ship-building capacity, along with Allied military successes against the U-boats, ensured that Britain and Allied forces in Europe remained well-supplied during World War II.

The Liberty Ship launchings usually involved the ritual of having a well-known female ‘sponsor’ smash a bottle of champagne against the hull, followed by a cleric who offered an invocation. A master of ceremonies organized each launching - which included the recruiting of matrons of honor to accompany the female sponsor. Other ceremony participants were usually employees of the shipyard and their families, and local members of the military.



Left: Christening of the Liberty ship *SS James B. Duke* by sponsor Doris Duke, the daughter of the ship’s namesake. James B. Duke was a founder of the American Tobacco Company and Duke Energy Company – and was also a major benefactor of Duke University.

The sponsor for the *SS Joseph E. Johnston*, named after the Confederate general of the same name, was Mrs. Elliott Roosevelt, the daughter-in-law of President Roosevelt. “A great cheer” was reportedly given by the crowd when she christened the ship. The *Johnston* was scrapped in 1969.

The *SS Thomas W. Hyde* was launched in May 1943. She was named after a Union Army Colonel and Medal of Honor recipient. The soldier’s gr-gr-granddaughter was present to wish it well. The *Hyde* was scrapped in 1964.

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America's Arsenal of Democracy (continued)

Only three Liberty Ships were named after Civil War sailors. They were: the *SS David G. Farragut*, named after Admiral David Farragut; the *SS John Grimes Walker*, named after Admiral John Grimes Walker; and *SS Charles Wilkes*, named after naval officer and explorer Charles Wilkes. The *Wilkes* was traded to Russia in 1943, and scrapped in 1976.

The opposing Civil War Navy Secretaries were also both honored. The *SS Gideon Welles* honored the Union Secretary of the Navy, reportedly built to salute the man "who fostered the production of iron clad ships, forerunners of modern naval vessels." The *Wells* was built in the record time of just 35 days. She was sold to a private concern in 1947, and eventually scrapped in 1969. The *SS Stephen R. Mallory* was built to honor Florida Senator and Confederate Secretary of the Navy, Stephen Mallory. The ship was designed to carry tanks, and was eventually scrapped in 1971.

Some of the Liberty ships were named by school children. Winners of local scrap drives in each state were asked to submit candidates for Liberty Ship names. Twenty-two of the youngster's candidates were chosen, including: from Louisiana – *SS Leonidas Polk*, named after a Louisiana Episcopal Bishop and Confederate Lt. General; from New Hampshire - *SS John A. Dix*, honoring a New-Hampshire-born Union Maj. General; and from Pennsylvania – *SS Andrew G. Curtin*, named after the war-time Governor of Pennsylvania.



Far Left: **Lt. Gen. Leonidas Polk**

Middle: **Maj. Gen. John A. Dix**

Right: **Gov. Andrew G. Curtin**

Several famous 19th century women were also memorialized by WWII Liberty Ship names, including: Clara Barton, founder of the Red Cross; Mary Bickerdyke, Union hospital administrator and veteran's advocate; Anna Dickinson, activist orator; Barbara Frietchie, Unionist and legendary heroine; and Julia Ward Howe, activist and author of *The Battle Hymn of the Republic*.



Clara Barton

Mary Bickerdyke

Anna Dickinson

Barbara Frietchie

Julia Ward Howe

A handful of the Liberty ships were also named after African Americans, including the *USS Harriet Tubman*. The *Tubman's* sponsor was a Tubman grandniece, who was joined at the launching by African-American activists and a Tubman biographer. At the event, Eleanor Roosevelt praised Tubman as "a distinguished woman." The launch of the *USS Frederick Douglas* was attended by the abolitionist's descendant, Frederick Douglass III.

The roster of names used for the Liberty Ships gives a glimpse into how Americans in the 1940's viewed Civil War-era

... Continued on next page

America's Arsenal of Democracy *(continued)*

personalities. An example of the continuing evolution of Civil War-era reputations is the *SS Nathan B. Forrest*. She was launched in October 1943 in Panama City, Florida to the strains of 'Dixie' and 'Suwanee River'. Newspaper coverage of the event praised Forrest as "one of Dixie's best remembered heroes." Seventy years later, when an education board in Florida decided to rename its Nathan B. Forrest school building, the media denounced the Confederate General, referring to him as a "slave trader" and "honorary Ku Klux Klan leader."

Of the nearly 2,800 Liberty ships built, about 200 were lost during World War II to enemy action, weather, and accidents. The *SS Sam Houston* had a relatively short life. She was launched in March 1942, but was torpedoed and lost off the Virgin Islands later in the year. One of the worst war-time fates was suffered by the Liberty Ship *SS Samuel Heintzelman*, named after a Union General of the same name. She was sailing unescorted in the Indian Ocean in 1943 when sunk by a German submarine, killing all 75 aboard. Fortunately, most of the Civil War-associated Liberty Ships survived WWII. After the war, these survivors were repurposed and continued in service around the world. But, by the 1970's, most had finally been relegated to the scrap yards.

An exception is the *SS Jeremiah O'Brien*. She had been built in Portland, Maine in May 1943 and was named after the American Revolutionary War ship captain Jeremiah O'Brien. Today, she is preserved as a museum ship and memorial in San Francisco – a rare survivor of the 6,939-ship D-Day armada that saw action off the coast of Normandy, France. The *O'Brien* is one of only two Liberty Ships that are currently operational.

The other operational vessel is the museum ship *SS John W. Brown*, which is preserved today as a a memorial in Baltimore, Maryland. She was named after Canadian-born labor union leader, John W. Brown, who had just died the year before. The only other museum Liberty Ship is the *SS Hellas Liberty*, based in Athens, Greece. She was originally named after labor union leader, Arthur M. Huddell, and today is in pristine restored condition.



Left: SS Hellas Liberty fully restored

One Liberty Ship in particular had a very rough career – from beginning to end. The *SS James Longstreet* entered service in 1942, but was wrecked in a storm in October 1943. Then, instead of being scrapped - or later restored as a pristine museum ship, she suffered a more inglorious fate. The U.S. Navy acquired her in June 1944 and, after removing her machinery, used her as a target ship for early air-to-surface guided missiles. In November 1944, a gale broke the *SS James Longstreet* loose from her mooring and she drifted until being discovered the following month.

After being towed to *Naval Station Norfolk*, she then resumed work as a bombing target in shallow Pamlico Sound. The *Longstreet* was then reassigned again. The Polaroid Corporation was developing a heat-seeking bomb, and the Navy wanted the system tested on a target more similar to the ships it was intended to hit. The *Longstreet* was outfitted for this new role, and then scuttled on New Found Shoal in Cape Cod Bay with most of her hull above water - becoming a target for missiles with the new Polaroid guidance system.



Left: remains of the SS James Longstreet

Afterwards, she was used for live ammunition target practice by Naval jets from *South Weymouth Naval Air Station* and by the Air Force from nearby *Otis Air Force Base*. By 1970, *Longstreet* was abandoned as a derelict, becoming one of the most-photographed objects in the Bay. In April 1996, during a snowstorm, waves submerged her into deeper water. The remains of Liberty Ship *SS James Longstreet*, also referred to as "the target ship", lie approximately 4 miles off Eastham, Massachusetts in 20-25 feet of water. The site is off limits to divers due to unexploded ordnance, but the remains of the ship can be observed above the water during extreme low tides.

... Contributed by Michael L. Lance, PCC

Battle of Galveston Commemoration

Saturday - 22 Jan 2022 – Episcopal Cemetery, Galveston, Texas

Braving a very chilly and windy January morning, the *Lt. Cmdr. Edward Lea Camp* assembled at the historic Episcopal Church Cemetery in Galveston, Texas. They gathered to conduct their 28th *Battle of Galveston Commemoration* ceremony - the event held each January to honor the soldiers and sailors who perished during the January 1, 1863 struggle for the island city. The following images capture a few moments of this year's event.



The opening procession approaching the ceremonial area, led by Officer-of-the-Day, Hon. John E. Schneider, Sr.*



Past-Camp Cmdr. Michael L. Lance opening the event as Dept. Chaplain Stephen D. Schulze waits to offer the Divine Blessing.**



At PRESENT ARMS during the Pledge of Allegiance and National Anthem**

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Battle of Galveston Commemoration *(continued)*



Susan Barry, President of Sarah Emma Edmonds Detached Tent #4, Daughters of Union Veterans of the Civil War, greeting the assembly from the podium. **



Officer-of-the-Day, John E. Schneider, Sr., representing M.O.L.L.U.S., addressing the gathering. *



Michael L. Lance, PCC, relating the details of the 1863 Battle of Galveston. *

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Battle of Galveston Commemoration *(continued)*



Officer-of-the-Day John E. Schneider, Sr. reads the *Roll Call of Battle Casualties* - Past-Camp Cmdr. Michael L. Lance tolls the bell after each name is called. *



After the assembly moves over to the grave of Lt. Cmdr. Edward Lea, USN, a casualty of the battle, Michael L. Lance, PCC, re-opens the ceremony. **

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Battle of Galveston Commemoration (continued)



Dick Gray, Chaplain of Galveston's Harmony Masonic Lodge #6, tells the story of his historic lodge's role during the aftermath of the battle. *



Officer-of-the-Day, John E. Schneider, Sr. places the Symbols of the Army at the headstone. Tracy I. Wallace and Michael L. Lance observe. **



Norma Pollard of the Sarah Emma Seelye Auxiliary, SUVCW saluting at the foot of the grave after placing a red rose at the grave marker. **

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Battle of Galveston Commemoration *(continued)*



Federal Honor Guard **PRESENTING ARMS** during the laying of wreaths, rose, and small U.S. flag at the grave. *L-R: Chris Strezelecki, Ben Bonnett, Michael Rappe, William Martin, Daniel Pourreau, Rion Braddock, and Howard Rose*



One of three volleys fired by the Honor Guard in memory of Lt. Cmdr. Edward Lea and the other Union casualties of the 1863 New Year's Day *Battle of Galveston*. **



Michael L. Lance, PCC, offers closing remarks as grave Guard, Lee R. Wallace stands at his post.*

... Report by Michael L. Lance, PCC

* *Photo submitted by Andrew Hall, historical researcher, author (additional photo on page 24)*

** *Photo submitted by Kathleen Shanahan Meca, author, writer, photographer*

Texas DAR Lineage Society Forum

Thursday – 17 Mar 2022 – Houston, Texas

The *Lt. Cmdr. Edward Lea Camp* successfully participated in the *Texas Daughters of the American Revolution (TexasDAR)* Lineage Society Forum at the Hyatt Regency in downtown Houston on March 17th. The Forum was held one day during the *Texas DAR's* 123rd State Conference, a five-day-long event. Over eighty different heritage societies were represented at the Forum. This was the first year that the *Edward Lea Camp* participated.

This year, 1,963 *DAR* attendees, not including guests, registered for the day of the Forum. For at least fifty-five of those participants, this was their first convention. The convention typically rotates each year between the Texas cities of Houston, Dallas, and San Antonio. In 2023, the convention is slated to be held in Dallas.

Representing *Lt. Cmdr. Edward Lea Camp #1* at the Forum were: Camp Cmdr. Bill Bonnett, Sr. Vice-Cmdr. John Vander Meulen, and Brother Thor Chester. The local *Daughters of Union Veterans of the Civil War (DUVCW)* were represented by Susan Berry, President of the *Sarah Emma Edmonds Detached Tent #4*. Sister Judy Turner also attended, representing the *Sarah Emma Seelye Auxiliary #1, Sons of Union Veterans of the Civil War*.

These five local Camp and Allied Order participants networked with other heritage groups and promoted the *Lt. Cmdr. Edward Lea Camp* and the *Sons* in general. It was amazing to see how many different heritage groups exist – with many of them generally unknown to the general public. Lineage Society Forums such as this help organizations like ours inform the public about our mission and our purpose - as well as providing an opportunity to make new contacts, friends, and even recruit potential new members.



L-R: SVC John Vander Meulen, Auxiliary Sister Judy Turner-Chester, Thor E. Chester, local DUVCW Tent President Susan Barry, and Camp Cmdr. Ben Bonnett

After-action report submitted by Brother Thor Eric Chester

Ancestor Profile – Pvt. Samuel King Reed

Service for the Union during the Civil War

Name: Samuel King Reed

Enlisted: 17 November 1862

Location: Fayetteville, Arkansas

Rank: Private

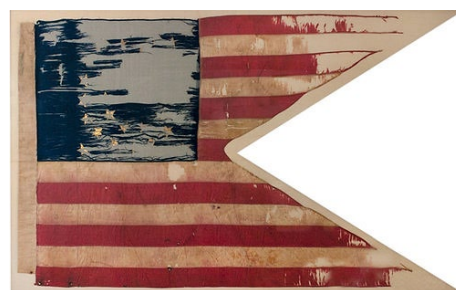
Branch: Cavalry

Company: F

Regiment: 1st Arkansas Volunteer Cavalry

Commander: Colonel Marcus LaRue Harrison

Mustered out: Mustered out August 20, 1865



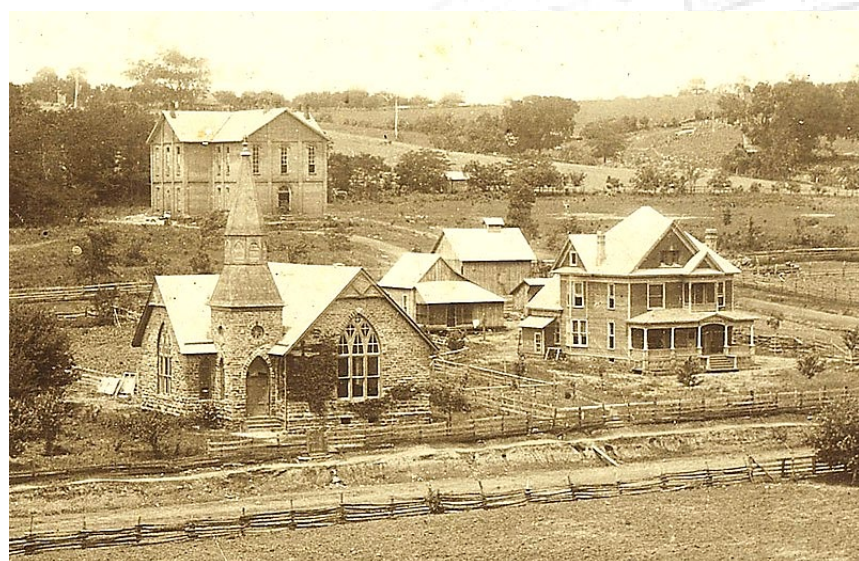
Guidon of 1st Arkansas Cavalry

Personal Story – Samuel King Reed was born in 1838, the youngest of 13 children of William Buchanan Reed and Margaret “Peggy” Robertson, both originally from Livingston County, Kentucky.

Pvt. Samuel King Reed

3rd great-grandfather of Brother Charles Forrester Reed

William and Peggy had moved to Cane Hill, in the Northwest corner of Arkansas in 1825, after the birth of their 8th child, James Crittenden Reed, and the death of William’s father, John Lovett Reed. The Reeds had already become a prominent family in Benton County near the Missouri border, and William was one of the first settlers in Washington county.



William and Peggy settled 3 miles southwest of Cane Hill, halfway between Fayetteville and Evansville, Arkansas, at the foot of the Ozark mountains.

Cane Hill, Arkansas, before the Civil War

This was a region somewhat isolated from the rest of Arkansas, more accessible from Cassville, Missouri, than Little Rock. They built a two-room log cabin with a two-sided fireplace – and later added a loft when the family needed more sleeping room to accommodate Samuel and his older siblings. Wife Peggy, a devout woman, had a

particular spot in the orchard where she went for private devotions. *“No weather, regardless of temperature, prevented her from going for her devotions.”*

After 23 years of peace and prosperity, Samuel Reed’s life, and those of the citizens of Washington county, were thrown into upheaval by the Civil War. In May 1861, the Arkansas Senate in Little Rock sided with the confederacy - with only one dissenting vote. Still, in Washington county and Northwest Arkansas, *“there was a large latent element of neutrality or Federal sympathy. Indeed, the men of Washington County were in a peculiarly trying position. With a large element of educated men, who felt the conviction that Union was the only hope of the land, the strong fraternal feeling with the*

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Ancestor Profile – Pvt. Samuel King Reed (continued)

Southern States whose interests were similar, a stronger hope that their homes might not be laid waste by invasion, and that the secessionist rupture might still be healed, all this certainly was an explanation, if not an excuse, for a great mass of uncertain and changeable action."

To quote from Col. A. W. Bishop, "Though bordering on the Cherokee line, it has been the intellectual center of the State, with Fayetteville as the point from which its intelligence radiated. Settled principally by Kentuckians and Tennesseans, whose early teachings under Henry Clay and Andrew Jackson gave to their politics life, and to their loyalty vigor, attachment to the Federal Union has, from its settlement, been the prevailing sentiment of this section; a result attributable, in no small degree, to the educational institutions of Fayetteville and vicinity."

Cane Hill College, est. 1852



The time had come, however, when Washington County was supposed to furnish every able-bodied man to fight for State protection against the Federal Government and for the Confederate cause. The most severe military measures were adopted to enforce this throughout the county. To those not realizing the necessities of war, those means seemed hideous and barbarous. Those with neutral inclinations, or those in whom Union convictions were supreme, were compelled to flee the country, hide in caves, use any deception to cover their intentions until a favorable opportunity arose, go armed, or, in some cases, suffer death.

This state of affairs continued during 1861, and up to March 29, 1862. At this time the Union Army of the Southwest was lying at Cross Timbers, Missouri, when refugees from all parts of this section applied to the Federal officers for protection and enlistment. The battle at Pea Ridge, a Union victory, was the signal for the exodus of Union sympathizers to the Federal lines, and it gave them more boldness at home in Washington County.

Battle of Pea Ridge, a.k.a. Elkhorn Tavern, March 7-8, 1862.

The Union victory encouraged many Unionists in Northwest Arkansas to start marching north to join the federal lines in Missouri, as "to remain longer at home was worse than to leave wives and children". In the spring of 1862, many refugees began appearing in Cassville.

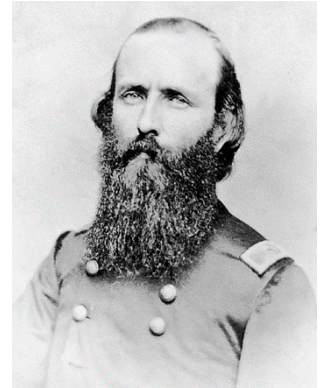


Col. A. W. Bishop, author of "Loyalty on The Frontier", wrote: "Prior to that event (Pea Ridge) the loyal (Union) citizens of Arkansas were cowed and powerless. With difficulty they avoided enlistment in the rebel army, and now that the reins of persecution began to slacken, they availed themselves of every opportunity to strike for the Federal lines. The Army of the Southwest moved to Batesville, and Cassville became the outpost of the frontier, with Lieut.-Col. C. B. Holland, of 'Phelps' Missouri Volunteers,' as commander of the post, and M. La Rue Harrison, then of the Thirty-sixth Illinois Infantry Volunteers, as quartermaster and commissary of subsistence. Cassville was also at this time the seat of a general hospital, and in other respects a position important to hold."

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Ancestor Profile – Pvt. Samuel King Reed (continued)

Samuel and his brother James were among those who joined Colonel Harrison's 1st Arkansas Cavalry Regiment. Samuel joined in November 1862 in Fayetteville, Arkansas. It is unclear when and where the elder James joined the 1st Arkansas Cavalry, as he had already moved to Benton County and started a family before the war broke out. So Samuel likely joined alone in November, fleeing the harassment and murder from marauding Confederate bands and seeking retribution for the pain and suffering they were inflicting.



Colonel Marcus Larue Harrison, Cmdr. of the 1st Arkansas Cavalry Regiment

A month before Samuel enlisted, the 1st Arkansas Cavalry was ordered to set up a post at Elkhorn Tavern, at the very site of the Pea Ridge victory. Their assigned duty was difficult, if not impossible, given their lack of training and resources. Gen. James M. Schofield's orders to them read: *"One half of the command should be on distant scouts all the time; the other half should be constantly employed in your immediate neighborhood... You are expected to rid the country within your reach of all small bands, guerillas, provost guards, etc. etc. You are to relieve the Union people and punish the treasonous. Unfailing activity and the utmost vigilance are demanded at your hands."*

Col. Harrison and the regiment left Elkhorn Tavern on December 5, as part of the southward movement of the Union army - hoping to catch up with General James Blunt's forces at Cane Hill. The goal was to link up with Blunt before the confederates could strike. But in the evening the next day, the 1st Arkansas Cavalry arrived at Illinois Creek – 8 miles north of Cane Hill. Harrison decided to encamp his 500 men there for the night. They were *"so tired that Harrison did not think they could move farther until Monday, the 8th."*

On the morning of the 7th however, the Confederates struck. They caught Blunt's forces by surprise and sent them fleeing in total panic and disorder. The fleeing 7th and 8th Missouri Cavalry ran into the now approaching 1st Arkansas at Prairie Grove. The 1st Arkansas also panicked and rode away for their lives, leaving Blunt's main force and twenty regimental supply wagons behind.

This was the first battle action for the 1st Arkansas Cavalry, and it was an unmitigated fiasco. Nonetheless, the Union



forces regrouped and fought Gen. Hindman's Confederates to a stalemate, forcing them to retreat.

Despite this ignominious start, Samuel's regiment acquitted itself well for the rest of the war while on duty in Fayetteville. But their ultimate vindication came on April 18, 1863 during the battle of Fayetteville.

Union troops hold their ground at the battle of Prairie Grove - 7 Dec 1862

"The Bayonet or Retreat" by Andy Thomas

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Ancestor Profile – Pvt. Samuel King Reed (continued)

On March 12, 1863, Confederate Gen. William Steele wrote to Gen. Cabell: *“I hope that you will move on Fayetteville. My information is that there are only about 1,000 men there and no cannon”*. In fact, Union Col. Phillips reported in March that *“at the post in Fayetteville was the First Arkansas Cavalry, in poor condition; First Arkansas Infantry, 400 present, absent, sick, etc.; and a battery (men without guns), the latter two forces being of no consequence at present”*.

Two weeks before the battle, Col. Harrison had noted that the 850 effective men in the 1st Arkansas Cavalry only had 154 serviceable horses, had received no clothing for three months, and were in *“destitute condition”*. Of the 850 men in the First Arkansas infantry, *“700 were effective, but were totally without transportation, clothing or tents or equipment of any kind, except the arms picked up on the Prairie Grove battle-ground, which were of all patterns and caliber.”* The April 17 Morning Report of Samuel’s Company F noted: *“all company horses turned out as unserviceable.”* Fortunately, the Cavalrymen were better armed than the Union Infantry, as they were equipped with breechloading Sharps carbines.

All told, on the day of the battle, some 990 Confederates were attacking 1,100 half-dressed Federals who had no artillery, few horses, and a hodge-podge of small arms of various calibers. The Confederate force, led by Gen. Cabell, left Ozark, Arkansas at three in the morning on the 16th with three days rations and a full supply of ammunition. During the night of the 17th, the Rebels closed in on Fayetteville, undetected by the Federals. Leading them was Union deserter Mathew Sumner, who two days earlier was a Sergeant in Co. A of the *First Union Infantry*.

The Rebels attacked a Union picket post at dawn. But the shots ruined Cabell’s element of surprise. Col. Harrison quickly organized his federals for a defense. Samuel’s Cavalry Regiment, on foot, was ordered into position to receive the attack which began around 6:00 a.m. with a Cavalry charge. Within 30 minutes of the initial attack, two pieces of Confederate artillery were in place and firing canister and shells into the Union lines - nearly causing panic.

Samuel’s position was in the center of the Union line around the Baxter House and the Union Headquarters house. That was where the fiercest fighting took place. The Headquarters house still remains today as it was then, just north of Dickson Street and east of College Avenue.

The Tebbetts House on Dickson St. - Union Headquarters during the battle.



The Confederates captured the Baxter house, where the Washington county courthouse now stands, but the Federals held on to the Headquarters House. Most of the casualties were inflicted in this relatively small area. At 9:00 a.m., Rebel Col. Monroe led a last cavalry charge up the Old Missouri Road (Dickson Street), only to be repulsed by heavy Federal fire from the carbines of Samuel’s Co. F, led by Col. Harrison himself, who ordered them to *“fire low, take good aim, and be sure to kill a man every time.”*

The Rebel assault was such described: *“The brow of the hill was only forty yards from the line. In a minute, the long line of Cavalry appeared, the Major (Ezra Fitch) rushed in front, gave the command to fire, and a sheet of flames from 500 carbines greeted them; dozens of men and horses went down; I could see the line waiver, and the men frantically reigning their horses, and swerving to the left and right. They were armed with sabers and, if they had pistols, they did not use them. All our men had carbines and revolvers, and in a minute, not a rebel was in sight, save the killed and wounded....The Major sped the fleeting guests, with fresh volleys of oaths, and then he, and his men began giving assistance to the wounded. Not a man on our side had received a scratch. It was a most thrilling sight, and for a moment, I thought our men would be ridden down, which might have happened, they did not charge in a single line.”*

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Ancestor Profile – Pvt. Samuel King Reed (continued)



Shortly thereafter, the rebel artillery ran out of ammunition and withdrew. By noon, the Rebel army was gone, retreating towards Ozark. Despite his victory, Col. Harrison understood that without horses and artillery, his position in Fayetteville was untenable. Five days after the battle, he wrote to General Curtis: *"We have no stores here; we have nothing to eat, cannot get trains, with good luck, until the 28th. Must we starve, then have all the conscripts surrender to an overwhelming force, that will shoot them as deserters?"* ... *"The enemy are splendidly mounted. The [Union] men are brave, and have achieved a splendid victory, but we must have help or fall back."* Gen. Curtis granted Harrison's request to abandon Fayetteville, which was completed on April 25th. But the 1st Arkansas Cavalry had redeemed the honor it had lost at Prairie Grove.

Union Cavalry Soldier firing a Sharps Carbine - Painting by Don Troiani

It wasn't until after the fall of Vicksburg in the summer of 1863 that the tide turned again. On September 22, 1863, the 1st Union Arkansas Cavalry reoccupied Fayetteville - this time for the duration of the war. The year of 1864 began just as 1863 had ended, with long hard scouts involving brief and random deadly skirmishes. The Federal campaign against the Rebel guerillas was pursued to the limit of endurance of both men and horses. Robert Mecklin of Fayetteville noted in his diary on February 4, 1864: *"The business of killing men still goes bravely on. Scarcely a day passes during which we do not hear of one or more bushwhackers getting killed or that some federals have been killed by them."*

On October 20, 1864, while escorting a wagon train at a place called Nubbin Ridge, 170 cavalrymen under the command of Col. Harrison ran into a heavy skirmish with Buck Brown's guerillas. A two-hour firefight resulted in casualties on both sides. On the Union side, 3 were killed, one was wounded, and three were captured by the rebels, including Samuel's older brother Joseph Green Reed of Co. A. Uncharacteristically, Joseph wasn't executed, as was common practice when Union soldiers from Arkansas fell into Rebel hands.

The killing continued in 1865, with no end in sight. On the first day of the year, three captured Union soldiers were executed by the Rebels. Less than a month before Gen. Lee surrendered at Appomattox, Major Worthington was killed by a rifle bullet while leading a charge against a column of bushwhackers. Two days later, Rebel Maj. William "Buck" Brown was killed in a skirmish along with three of his men. This violence continued until June 2, when Confederate Gen. Edmund Kirby Smith surrendered the Confederate *Department of the Trans-Mississippi*. Samuel and his brothers were mustered out on August 23, 1865 - finally free to resume their lives.

Of the 1,765 men who served in the Regiment during the war, about 40% had been killed or wounded. The Regiment had been asked to perform a very difficult task - to suppress a rebellion in its home District. Probably no other Southern Regiment in the Union Army had the assignment of fighting its own neighbors - while occupying its home ground under relentless guerilla and large-scale attacks for three years. The area this single Regiment preserved for the Union was as large as the entire battleground in Virginia between Washington and Richmond.

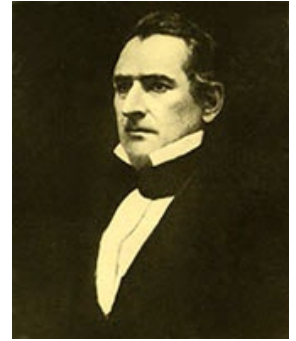
After being interrupted by three years of death, fear, and destruction, Samuel and his brothers went back to their respective homes to resume their lives. Samuel's wife, Martha, had died in Missouri in July 1865 while he was still serving. A year later, he married Elizabeth Ellen Holt in Washington County. They had 12 children together. Samuel King Reed died in Cane Hill, Arkansas - where he had been born 74 years earlier. He is buried in Cox Cemetery in Morrow, a couple miles south of the log cabin where he took his first breath.

... Submitted by JVC Daniel B. Pourreau and Bro. Charles Forrester Reed

Weapons of War The Mississippi Rifle

The "Mississippi Rifle" was born in 1841 in Harpers Ferry, Virginia, the brainchild of Eli Whitney Blake, Sr., nephew of Eli Whitney who invented the cotton gin and owned the Whitneyville gun factory, in Hamden, CT. After his uncle's death in 1825, Blake and his brother Philo ran the Whitneyville armory.

Eli Whitney Blake, Sr.



When Eli Blake took over management of the Harpers Ferry Armory in 1842, it had been producing firearms for the U.S. Army for 40 years. Among those firearms was the U.S. Model 1803 flintlock rifle, the first standard rifle (as opposed to smoothbore muskets) mass-produced at a U.S. armory. Blake set about tooling up under his new contract from the U.S. government for making the model 1841 percussion rifle.

The M1841 rifle was the first standard U.S. military rifle to use a percussion lock system. Percussion lock systems were much more reliable and weatherproof than the flintlock systems that they replaced. Many flintlock rifles, like the M1803, and smooth-bore muskets were later converted to percussion lock systems. The Mississippi rifle was originally produced in .54 caliber with 1:66 rifling, a v-notch sight, and no provision for fixing a bayonet. It shot a .53 caliber patched round ball and was significantly more accurate than contemporary smooth-bore muskets. Both the model 1803 and 1841 rifles had a characteristic brass box in the stock to carry patches, a spare nipple, and tools.



Top to Bottom: **M1862 Remington, M1841, and M1803 Harpers Ferry converted to percussion in 1861.**

The M1841 earned its moniker during the Mexican-American war when the 1st Mississippi Rifles led by Jefferson Davis distinguished themselves at the battles of Monterrey in September 1846 and Buena Vista on 23 February 1847. Samuel E. Chamberlain of the first US dragoons recounts the following from the battle of Buena Vista:

"This gallant regiment passed by us with the light swinging step peculiar to Indians and hunters, their uniform a red shirt worn outside of their white duck pants, and black slouch hats, armed with Windsor Rifles, and eighteen-inch Bowie Knives. Their Colonel, Jefferson Davis, was a brave able officer, one of the best on the field. He formed his men on the upper part of the plateau, in the shape of a letter V opening toward the foe, the flanks resting on the banks of the gulches.

Down the plateau advanced toward Davis' "Red Shirts" General Torrejon's splendid brigade of Mexican Cavalry; their gaily caparisoned horses seemed to fly over the ground, and it looked as if they would ride down the thin line of riflemen, who stood without bayonets disputing their passage.

...Continued on next page

Weapons of War

The Mississippi Rifle (continued)

I heard General Taylor say, "Steady boys, Steady, for the honor of old Mississippi." and as the sharp crack of their rifles rang out and the leading horsemen went down, the General swung his old, glazed cap and cried out, "Well done Jeff! Hurrah for Mississippi." and raised a cheer in which we all joined. Davis' men, profiting by the confusion caused by their terrible fire, threw down their rifles, and with frightful cries dashed on the astonished horsemen, who seemed helpless now their charge had failed. Catching the horses by the bits they backed them onto their haunches and knifed the stupefied riders, who as soon as they could turned and fled with shouts of "Diablos! Camisas colorados." (Devils! red shirts!)



1st Mississippi Volunteers led by Colonel Jefferson Davis drop their M1841 rifles after their first volley and charge the oncoming Mexican cavalry with their Bowie knives at the battle of Buena Vista.

In 1855, the Mississippi rifle was modified to .58 caliber, so that it could use the .58 caliber Minié Ball that had now become standard. Many older Mississippi rifles were also re-bored to .58 caliber and modified to accept a sword-type bayonet. The v-notch sight was also replaced with leaf sights with 100-, 300-, and 500-yard range settings.



The Mississippi rifle was used by both sides during the Civil War, but more so by the Confederates, who continued production of the Mississippi rifles after they took over the Harpers Ferry armory in 1861 and sent the tooling south. The rifle was especially popular among light infantry regiments such as the Zouaves and skirmishing units such as the 45th NY Volunteer Infantry Regiment also known as the 5th German Regiment.

The 45th NY carried the Mississippi rifle into battle early on July 1, 1863 at the battle of Gettysburg and often during the next two days. In total, the regiment suffered 224 casualties at Gettysburg. Captain Francis Irsch was awarded the Medal of Honor for "Gallantry in flanking the enemy and capturing a number of prisoners and in holding a part of the town against heavy odds while the Army was rallying on Cemetery Hill" on July 1st. So, the Mississippi rifle was carried into combat by at least two MOH recipients during the civil War.

The Mississippi Rifle is regarded as one of the most beautiful and effective rifles of the Civil and Mexican American wars. It inspired the M1862 Remington contract rifle which, ironically, was never issued to Union troops. Compared to the M1861 Springfield, pattern 1853 British Enfields, and model 1854 Austrian Lorenz rifles, the Mississippi rifle is relatively scarce today and prized by collectors.

1st Lt. and Medal of Honor recipient Francis Edwin Brownell of the 11th NY Regiment "First Fire Zouaves"

... Submitted by JVC Daniel B. Pourceau

Justice Served?



The story begins with a wagon carrying an ailing Union general moving eastward in Tennessee on August 5, 1862. The passenger was Brig. Gen. Robert Latimer McCook, thirty-four, one of the famous 'Fighting McCooks' of Ohio (*14 sons of 2 McCook brothers fought for the Union, and five of them rose to general's rank*). In January 1862, Robert McCook had distinguished himself as a brigade commander at the battle of Mill Springs, Kentucky, suffering a wound there.

Robert Latimer McCook

By August 1862, his brigade was part of Union Gen. Don Carlos Buell's forces moving through Tennessee. Although the line of march was through a guerrilla infested area, there seemed little danger of an attack by a significant force of Confederates. At the time, McCook was suffering from dysentery and could not ride. He traveled in the wagon with Capt. Hunter Brooke of his staff. A Negro teamster drove the wagon. McCook was dressed only in his undergarments.

While stopping for water, McCook's party became separated from his Brigade. He had only a small cavalry escort for protection. Suddenly a large number of armed men were seen riding down the road in full charge - headed directly for the Union wagon - with one man considerably in the lead. McCook's Negro teamster whipped his team to a run in an effort to escape. His cavalry escort scattered in confusion. Unfortunately for McCook, the canvas top of the wagon was suddenly hooked by a tree branch, swinging the wagon into an embankment where it became stuck.

Meanwhile, the Confederate cavalryman had approached close enough to begin firing with his revolver. His first shot was aimed at an unfortunate sutler named Jacob Aug who became confused and accidentally rode his mule into the path of the charge. The shot missed, but the panic-stricken sutler fell off his mule into a bush. The Confederate then continued riding towards McCook's disabled wagon. By this time McCook had taken the reins from the teamster and was trying to extricate the wagon from the embankment. Shots were aimed at the wagon. The 1st shot missed, the 2nd shot passed through Brooke's shirt without touching him, and the 3rd shot hit McCook on the left side below the ribs.

The Confederates then rode past, chasing the Union cavalry escort which was riding away pell-mell towards the federal infantry brigade. After the chase, the "guerrilla" leader rode back to the wagon and identified himself as Captain Frank B. Gurley of Forrest's cavalry. McCook apparently accepted the wound as the misfortunes of war and did not express any bitterness or animosity toward Gurley. The general died the next day.

In the north, the reaction to the helpless Union officer's violent death was pure outrage. Investigation established Capt. Frank Gurley as the guilty party. The Northern press turned this small military skirmish into a cold-blooded murder and aroused especially bitter feelings toward Frank Gurley. The press claimed that Gurley shot McCook while he was lying sick and helpless in an ambulance. Because of the political influence of the McCook family in the army and the government, Frank Gurley became one of the most wanted criminals in the country.



Frank B. Gurley

Gurley was not aware of how intensely he was hated in the North, and went on with his business of being a soldier in the 4th *Alabama Cavalry*. In October 1862, he was captured at his home while recovering from an illness, and taken to Brownsboro. Gurley's arrival in Brownsboro created much excitement among the Yankees - "*some wanted to kill me, others to burn me, and some were for drowning me*". "*A large crowd of soldiers were very much enraged, and they would have murdered me had it not been for a double guard placed around me.*"

A Union military court found Gurley guilty of murder and recommended execution. However, he was instead exchanged in March 1865 - by mistake! After the war, he was arrested in Huntsville, Alabama - and held once again for his overdue execution! However, in November 1865, President Johnson suspended the sentence '*until further notice*'. On April 17, 1866, Gurley was released from confinement and placed on parole as a duly exchanged prisoner of war on the recommendation of Lt. Gen. Ulysses Grant, by order of the President of the United States.

... respectfully submitted by Michael Lance, PCC

Civil War Medal of Honor Recipients – U.S. Navy (Part 24)

The *Medal of Honor* is the USA's highest military honor, awarded for personal acts of valor above and beyond the call of duty. It was first awarded during the Civil War after President Lincoln signed a bill on December 21, 1861 containing a provision for the medal for the Navy. It was "to be bestowed upon such petty officers, seamen, landsmen, and Marines as shall most distinguish themselves by their gallantry and other seamanlike qualities during the present war."

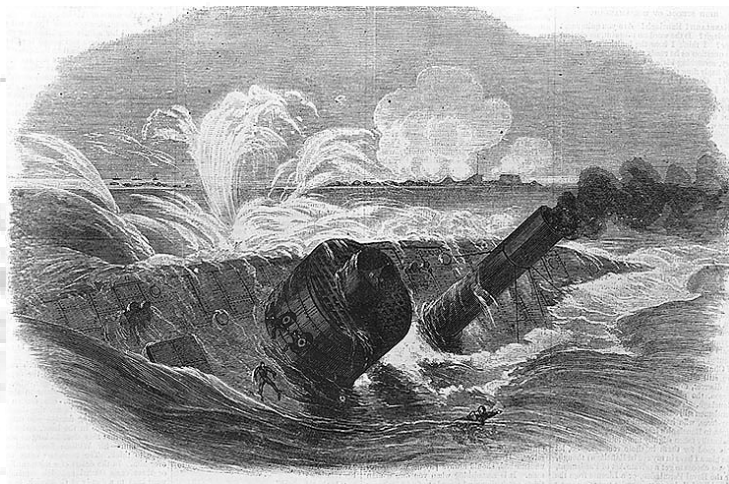
Left: Navy Version of the original Medal of Honor (1862)

Editor: With this issue of the *Harriet Lane*, in honor of Lt. Cmdr. Edward Lea, USN - the namesake of our Camp, I am continuing to present a review of the recipients of the Medal of Honor who served in the U.S. Navy during the Civil War.



- **Henry Johnson – Seaman** – Henry Johnson was born in Norway in 1824. He later immigrated to the U.S. and was living in New York when he joined the Navy in 1857. He served during the Civil War as a seaman on the *USS Metacomet*, a wooden sidewheel steamer. At the *Battle of Mobile Bay* on August 5, 1864, he was among the crew of a small boat sent from *Metacomet* to rescue survivors of the monitor *USS Tecumseh*, which had been sunk by a naval mine (then known as a "torpedo"). Despite intense fire, the boat crew was able to pull ten *Tecumseh* men from the water. For this action, Johnson was awarded the Medal of Honor. Five other members of the small boat crew also received the medal. Johnson's citation reads:

As seaman on board the U.S.S. Metacomet, Johnson served as a member of the boat's crew which went to the rescue of the U.S. Monitor Tecumseh when that vessel was struck by a torpedo in passing the enemy forts in Mobile Bay, 5 August 1864. He braved the enemy fire which was said by the admiral [David Farragut] to be "one of the most galling" he had ever seen, and aided in rescuing from death 10 of the crew of the Tecumseh, thereby eliciting the admiration of both friend and foe.



USS Tecumseh strikes a mine and sinks

- **William P. Johnston – Landsman** – William P. Johnston received a Medal of Honor for extraordinary heroism on board the *USS Fort Hindman*, a sidewheel steamer. The vessel was named after a fortification located on a 25-foot bluff overlooking the Arkansas River which was captured from the Confederates in January 1863. The ship was first converted into a river gunboat by the addition of timber bulwarks and thin iron plate - a style of warship commonly referred to as a "tinclad". Then in April, she joined the *Mississippi Squadron* - operating primarily in the rivers and bayous of Louisiana. The *Fort Hindman* was designed to patrol in shallow waters and small tributaries where heavier ironclads could not enter. Her light armor was only intended to stop small arms fire.

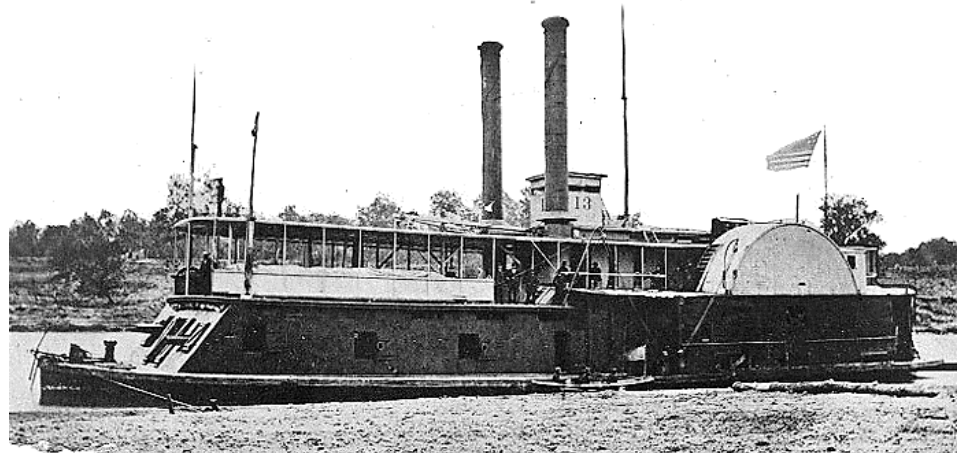
During an engagement near Harrisonburg, Louisiana on March 2, 1864. Landsman Johnston was badly wounded in the hand. Despite his wound, he took the place of another man to sponge and lead one of the guns throughout the entire action. The *Fort Hindman* was raked severely with shot and shell from the enemy guns.

... Continued on next page

Civil War Medal of Honor Recipients – U.S. Navy (Part 24)

Also onboard the *Fort Hindman* during that action was Ordinary Seaman James K. L. Duncan. Duncan also received a Medal of Honor for throwing a burning cartridge overboard after it was set afire by an exploding shell (see *Civil War Medal of Honor Recipients – Part 11, Sep 2018, pg. 17*).

Right: *USS Fort Hindman*



- **Andrew Jones – Chief Boatswain's Mate** – Andrew Jones was born in 1835 in Limerick, Ireland. He immigrated to the U.S. and was living in New York when he joined the U.S. Navy. He initially served during the Civil War as a Chief Boatswain's Mate on the *USS Vincennes*. Although their enlistments had expired, Jones and crewmate, James Seanor, voluntarily transferred to the *USS Chickasaw*, an ironclad Milwaukee-class monitor (photo below). During the *Battle of Mobile Bay* on August 5, 1864, Jones and Seanor "carried out [their] duties gallantly" – and both were awarded the Medal of Honor. Jones' Medal of Honor citation reads:

Served as chief boatswain's mate on board the U.S. Ironclad Chickasaw, Mobile Bay, 5 August 1864. Although his enlistment was up, Jones volunteered for the battle of Mobile Bay, going on board the Chickasaw from the Vincennes where he then carried out his duties gallantly throughout the engagement with the enemy which resulted in the capture of the rebel ram Tennessee.



USS Chickasaw - 1864

... to be continued next issue with Part 25

Upcoming Camp Activities

- | | |
|---------------------|---|
| Mar 8, 2022 | Camp Business Meeting
Trini Mendenhall Community Center, 1414 Wirt Rd., Houston, TX – 7-9 p.m. |
| Apr 12, 2022 | Camp Business Meeting
Trini Mendenhall Community Center, 1414 Wirt Rd., Houston, TX – 7-9 p.m. |
| May 10, 2022 | Camp Business Meeting
Trini Mendenhall Community Center, 1414 Wirt Rd., Houston, TX – 7-9 p.m.
<i>Guest Speaker:</i> Claude Berube, Director of the U.S. Naval Academy Museum and Assistant Professor of the History Department at the Naval Academy – 7 p.m.
<i>Topic:</i> U.S. Navy during the Civil War |
| May 30, 2022 | Memorial Day Ceremony
Houston National Cemetery, 10410 Veterans Memorial Dr., Houston, Texas
Memorial Day Ceremony
Washington/Glenwood Cemeteries, 2911 Washington Ave., Houston, Texas |
| Jun 14, 2022 | Camp Business Meeting
Trini Mendenhall Community Center, 1414 Wirt Rd., Houston, TX – 7-9 p.m.
<i>Guest Speaker:</i> Mary ‘Anthony’ Long Startz, 31-year member of DAR – 7 p.m.
<i>Topic:</i> Story of her 2 nd gr-grandfather, William McNamara, a Medal of Honor recipient who served with the 4 th U.S. Cav. during the Civil War and Indian wars. |
| Jul 12, 2022 | Camp Business Meeting
Trini Mendenhall Community Center, 1414 Wirt Rd., Houston, TX – 7-9 p.m.
<i>Guest Speaker:</i> Donald Frazier, Ph.D., Director TX Center at Schreiner Univ. and author of 5 books – 7 p.m. |

2022 Camp Officers, Staff, and Social Media Links

Commander	Ben Bonnett	benelect@gmail.com	Camp Council	Gary E. White
Sr. Vice-Commander	John Vander Meulen	txsuvso@txsuv.org	Camp Council	Stevenson T. Holmes
Jr. Vice-Commander	Daniel B. Pourreau	joincamp2@txsuv.org	Camp Council	Thomas F. Coughlin
Secy./Treas.	Steve D. Schulze	sdsmcs@swbell.net		
Chaplain	Stephen F. Duncan		Civil War Mem. Off.	Harrison G. Moore IV
Patriotic Instructor	Charles L. Duke		Facebook Mgr.	John Vander Meulen
Historian	Michael L. Lance		Webmaster	Thomas M. Eishen
Color Bearer	Zane F. Hooper		Zoom Facilitator	John Vander Meulen
Guide	Thomas F. Coughlin		Newsletter Editor	Michael L. Lance
Guard	Tracy I. Wallace		Assist. Newslettr Edit.	Daniel B. Pourreau
Signals Officer	John Vander Meulen		Assistant Secretary	Lee R. Wallace
Eagle Scout Coord.	Ben Bonnett		Assistant Webmaster	Charles F. Reed
Website – Houston Camp		https://www.camplea.org/		
Website – Dept. of Texas		http://www.txsuv.org/		
Facebook – Houston Camp		https://www.facebook.com/LtCmdrEdwardLeaCamp2HoustonSUVCW/		
Facebook – Dept. of Texas		https://www.facebook.com/SUVCW.TX.LA/		

Signature Photo (continued from page 11)



Opening Procession of the *Battle of Galveston Commemoration Ceremony.*

Led by Officer-of-the-Day, John E. Schneider

Episcopal Cemetery in Galveston, Texas – Jan. 22, 2022

“The last quarter ration of beef had been given out to the troops on the 29th of June.

On the 1st of July, at the request of many officers, a wounded mule was killed and cut up for experimental eating. All those who partook of it spoke highly of the dish. Some horses were also slaughtered, and their flesh was found to be very good eating, but not equal to mule. Rats, of which there were plenty about the deserted camps, were also caught by many officers and men, and were found to be quite a luxury – superior, in the opinion of those who eat them, to spring chicken.”

Written by

Lt. Howard C. Wright

30th Louisiana Infantry, CSA

1863 diary entry about the shortage of food in Vicksburg during the siege