

THE LEGIONARY

JANUARY, 2021

A Publication of the Sons of Confederate Veterans
Lt. Gen. Wade Hampton Camp No. 273
Columbia, South Carolina ♦ www.wadehamptoncamp.org
Charles Bray, Acting Editor

A Fraternal Organization of Southern Men

COMMANDERS CORNER

VACANT

Our next meeting is scheduled for January 21, 2021 and my plan was to have this meeting as normally scheduled. COVID cases and COVID positive test results throughout South Carolina have dramatically increased following the holidays. Hospitals are experiencing a significant increase in hospitalizations and ICU COVID cases. Prisma Hospital in Greenville has stopped all elective surgery due to COVID case load and I anticipate other hospitals in South Carolina will be doing so as well.

It has been decided to opt on the side of caution and not meet on January 21 as I had hoped.

With the vaccine being rolled out to the 1B category starting Wednesday, January 12 and more sites coming on line to administer the vaccinations I am shooting for a meeting in February.

Charlie Bray, Adjutant

The CHARGE

To you, **SONS OF CONFEDERATE VETERANS**, we will commit the VINDICATION of the cause for which we fought. To your strength will be given the DEFENSE of the Confederate soldier's good name, the GUARDIANSHIP of his history, the EMULATION of his virtues, the PERPETUATION of those principles which he loved and which you love also, and those ideals which made him glorious and which you also cherish.



Lt. Gen. Stephen Dill Lee, Commander
General
United Confederate Veterans,
New Orleans, Louisiana, 1906



Recruit, Recruit, Recruit

**Individuals Interested in joining the Lt. Gen. Wade Hampton Camp 273
should contact**

Compatriot Bryan Pittman

Phone (803) 608-8813 / E-Mail bpittman3@hotmail.com



LT. COMMANDER'S TENT

JIM HARLEY

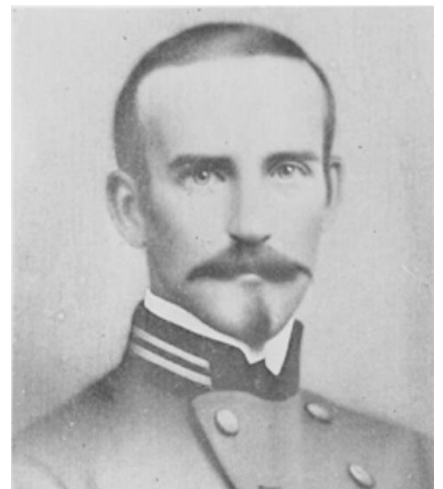
~This Month in January~



In 1861, the Union merchant ship, the *Star of the West*, was fired upon as it tried to deliver supplies to Fort Sumter in Charleston Harbor, South Carolina. This incident was the first-time shots were exchanged between North and South, although it did not trigger the Civil War. When South Carolinians seceded from the Union on December 20, 1860, they demanded the immediate withdrawal of the Federal garrison at Fort Sumter. President James Buchanan refused to comply but was also careful not to make any provocative move. Inside the fort, Major Robert Anderson and his 80 soldiers needed supplies. The Buchanan administration decided to dispatch a civilian ship, the *Star of the West*, instead of a military transport, to keep tensions from flaring. The *Star of the West* left New York on January 5, 1861. After the ship was in route, Secretary of War Joseph Holt received a dispatch from Anderson saying that the garrison was safe, and supplies were not needed immediately. Anderson added that the secessionists were building gun emplacements overlooking the main shipping channel into Charleston Harbor. Holt realized that the ship was in great danger and a war might erupt. He tried in vain to recall the *Star of the West*, and Anderson was not aware that the ship continued on its way. On the morning of January 9, *Star of the West's* captain John McGowan steered the ship. The shots represented the opening salvo of the war. More shots were fired, and the ship suffered a minor



Union Major
Robert Anderson



George Edward "Tuck" Haynsworth
He fired the first gun in the War of Secession

hit. Anderson watched from Fort Sumter but did not respond in support of the ship. If he had, the war might have started on that day. The incident resulted in strong talk on both sides but stopped short of war. The standoff at Fort Sumter continued until the Confederates attacked in April, triggering the Civil War into the channel near the fort. Two cannon shots roared from a South Carolina battery on Morris Island. They came from gunner George E. Haynsworth, a cadet at The Citadel in Charleston. The shots represented the opening salvo of the war. More shots were fired, and the ship suffered a minor hit. Anderson watched from Fort Sumter but did not respond in support of the ship. If he had, the war might have started on that day.



CHAPLAINS WITNESS

WALTER W. "SOAPY" LINDLER

For the sake of Christ, then, I am content with weaknesses, insults, hardships, persecutions, and calamities. For when I am weak, then I am strong. - 2 Corinthians 12:10 ESV

It's always a great thing for us to set goals when the new year begins. We can have the best of intentions to start the year strong, perhaps like we did in 2020. However, we have learned when a crisis like COVID-19 hits at the same time we are living through a contentious national political campaign and election our lives and plans are impacted. As 2021 begins we are still dealing with COVID-19 plus a bitterly divided country. This turmoil has carried over into 2021 making many of us feel weak as we try to deal with the difficult road each of us is now having to walk.

What if the way to staying strong in 2021 is leaning on the only ONE who is strong? Sometimes not having the answers is what finally points us to the one who is the answer, Jesus himself. Dear GOD, thank you for helping us to make it through this difficult year. Thank you that you've carried us through the uncertainty of deep waters, through the flames of trials, and through the pain of hard losses. We are constantly aware of how much we need you, your grace, your strength, your power working through even the toughest days.

Father GOD, fill our hearts with hope during this trying time in our lives. We have recently celebrated Jesus birth and now the start of a new year while our nation continues to deal with health and divisive issues. Father we ask for your help enabling our nation to emerge from the chaos of today to a state of healing and unity. We ask our leaders to act with insight and honor, to carry authority with humility and compassion.

Father You alone hold the power to turn the hearts of leaders, but You listen and use our prayers to move them into right action. Help us to be faithful to care and to pursue Your heart in prayer.

In Jesus' Name, Amen.



Chaplains Prayer List: Please remember our camp compatriots and their family members who are having health problems or have lost a loved one in your prayers.



Bob Slimp





CALENDAR OF UPCOMING EVENTS

The posted meeting dates have most likely been cancelled. If you are thinking about attending meetings at any of the listed camps, **I recommend you check with a member you know and verify the meeting date is still valid.**

Event	Date	Contact / Web Site
Hampton Redshirts	Feb. 2, 2021	Meets 6:30 PM – 7:30 PM 1st Tuesday of the Month – Cayce Museum – 1800 12 th Street, Cayce, SC
John M. Kinard Camp 35	Feb. 3, 2021	Meets 7:00 PM 1st Wednesday of the Month – Hawg Heaven – Hwy. 76, Prosperity, SC
Palmetto Camp 22	Feb. 4, 2021	Meets 6:30 PM 1st Thursday of the Month – Cayce Museum, 1800 12 th Street, Cayce, SC
SC 17 th Regiment Camp 2069	Jan. 18, 2021	Meets 7:00PM Third Monday of the Month – 6822 Barnwell Rd. Hilda, SC
15 th Regt. S.C. Volunteers Camp 51	Jan. 26, 2021	Meets 6:30 PM Last Tuesday of the Month – Lizards Thicket – 4616 Augusta Rd. Lexington, SC
Gen. Paul Quattlebaum Camp 412	Jan. 26, 2021	Meets 7:00 PM Last Tuesday of the Month – Shealy's BBQ – 340 East Columbia Ave., Batesburg-Leesville, SC



ADJUTANT'S DESK

CHARLIE BRAY

As of **January 12, dues have been paid by 95%** of camp members. I have received 1 renewal which reduces our outstanding to **6 non-renewed**. I would love to see everyone renew their membership for the 2021 fiscal year. Since we have passed the October 31 deadline for paying 2021 dues renewing members will incur a \$5.00 late fee. I encourage each member whose dues are still outstanding to submit them as soon as possible. Should you have any questions my contact information is:

Home TN: 803-749-1042 / Cell TN: 803-414-6808 / Email: cdbiii@bellsouth.net



Quote: James Garfield

“There are men and women who make the world better just by being the kind of people they are. They have the gift of kindness or courage or loyalty or integrity. It really matters very little

whether they are behind the wheel of a truck or running a business or bringing up a family. They teach the truth by living it.”



John McIntosh Kell – CSN Commander



First Lieutenant John McIntosh Kell, CSN

Halftoned reproduction of a photograph taken at New Orleans, Louisiana, in June 1861, the day before Sumter sailed. Kell was Executive Officer of CSS Sumter in 1861-62. U.S. Naval History and Heritage Command Photograph.

by USS *Kearsarge* in June 1864. He was rescued by the British yacht *Dearhound* and taken to England. Promoted to the rank of Commander in that month, he commanded the ironclad CSS *Richmond* in the James River Squadron in 1865.

After the end of the Civil War, Kell returned home to Georgia and became a farmer. Later years, he served as Adjutant General of Georgia. He wrote his memoir, *Recollections of a Naval Life Including the Cruises of Confederate Steamers "Sumter" and "Alabama"* near the end of his life, it was released in 1900. John McIntosh Kell died in October 5, 1900 and is buried in Oak Hill Cemetery, Griffin, Ga.

John McIntosh Kell born in 1823 in Darien, McIntosh County, Georgia the son of John and Margery Spalding Baillie Kell, he spent his childhood at Laurel Grove Plantation and with his great uncle Thomas Spalding, whose family owned a large part of Sapelo Island.

Kell was appointed midshipman at the age of 17 in the United States Navy on Sept. 9, 1841. He would serve in the Mexican War, was a member of the expedition of Commodore Matthew Perry to Japan in 1853 and Master of the flagship USS *Mississippi* on the cruise home. When Georgia seceded from the Union in early 1861, Lieutenant Kell resigned from the United States Navy and was the first Naval officer to render his services to the Confederate States.

In April 1861, he commanded the Georgia state gunboat CSS *Savannah*; but received a Confederate States Navy commission as First Lieutenant the following month and sent to New Orleans. He then served as executive officer of the CSS *Sumter* under the command of Captain Raphael Semmes during *Sumter's* commerce raiding voyage during 1861–62.

First Lieutenant Kell was Semmes' Executive Officer on CSS *Alabama* throughout her career and was present when she was sunk



John McIntosh Kell – Family Plot
Oak Hill Cemetery
Griffin, Spalding County, Georgia, USA



Rose O'Neal Greenhow, Confederate Spy

“Instead of friends, I see in Washington only mortal enemies. Instead of loving the old flag of the stars and stripes, I see in it only the symbol of murder, plunder, oppression, and shame.”



“CSS Chattahoochee”



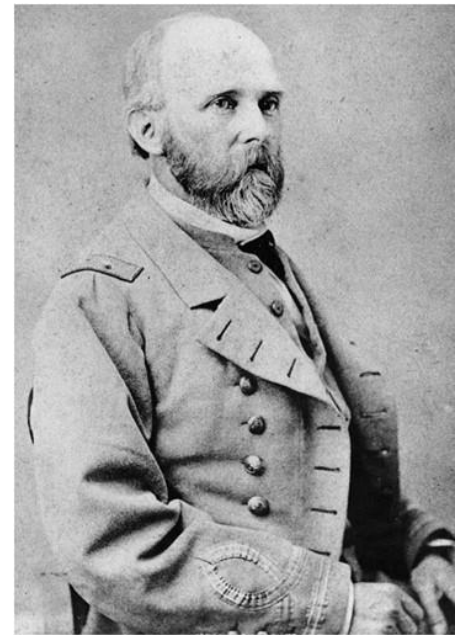
This powerful warship was built at a makeshift navy yard in Saffold, Early County, Georgia; primarily to protect the growing manufacturing center of Columbus, Georgia. This inland location made Columbus an ideal location for manufacturing almost everything the confederate forces would require from uniforms to ships. Commissioned by the Confederate Navy on January 1st, 1863. Many of the Chattahoochee's officers and crew had previously served aboard the ironclad CSS Virginia formerly the Merrimac) during her historic encounter with the USS Monitor at Hampton Roads,

Virginia. Their presence aboard the new CSS Chattahoochee was, to many observers, indicative of the Navy's real intentions for their new warship.

Rigged with three retractable masts and two independently operating steam propulsion systems, the Chattahoochee was the most powerful operational Civil War warship to cruise the Apalachicola, Chattahoochee and Flint River system. Her draft, was originally conceived as 'shallow' to enable her to operate trouble free on these rivers; but her size, armament and overall design left little doubt she was also intended for use as a commerce raider. The appointment of Lieutenant Catesby R. Jones as her original captain was an even stronger indication of the Navy's plans for their vessel. Jones had gained considerable experience of the enemy during his command of the Virginia during her epic duel with the Monitor; and was a popular, southern hero at the time.

Events, however, would conspire against the Navy's ambitions for the Chattahoochee. It took much longer to complete her construction than anticipated and then she was damaged in an accidental grounding during her first trip downriver from the navy yard. Towed to the Florida town of Chattahoochee, she underwent extensive repairs; but by the time the vessel was fully operational, the Confederate army had moved forward with plans to obstruct the Apalachicola River, to prevent Union gunboats entering from the Gulf of Mexico. Unfortunately for the officers and crew of the Chattahoochee, these same obstructions prevented her from going down-river to the open sea. Lieutenant Jones was subsequently sent to a new post with Lieutenant J.J. Guthrie arriving to replace him. With the opportunity lost to engage with the enemy in open water, several officers requested assignments to other vessels; but most of the ship's original crew chose to remain. Reluctantly, Guthrie was forced to be content with steaming up and down the river and conducting the occasional artillery drill.

The CSS Chattahoochee was berthed at the Arsenal Wharf at Chattahoochee when news reached her that a Federal boat party from the USS Port Royal had entered the lower Apalachicola and captured the schooner 'Fashion', which was taking on cotton for a planned attempt to run the blockade. Although the capture of the 'Fashion' took place below the obstructions, the crew of the Chattahoochee raised steam on May 26th and started down the Apalachicola. The vessel reached the bar at Blountstown, a shallow point in the river that night but found water too shallow to continue. Lieutenant Guthrie



**CSN Commander
Catesby Roger Jones**

ordered the ship anchored for the night before continuing downstream in a small boat to see if there was any way to get around the obstructions. Many later believed it was his intention to ram them.

Tragically, neither the captain nor his crew knew that a severe early season hurricane was about to move in from the Gulf. The wind and rain increased through the night and by the morning of May 27, 1863 when Guthrie returned, the vessel was already feeling the brunt of the approaching storm. These conditions probably contributed greatly to what happened next. As the crew prepared to raise steam for the trip upriver, an argument broke out over how much water was in the boiler. Reportedly, a gauge was not working and before the ship's chief engineer could intervene, a massive steam explosion rocked the vessel.

It is widely believed this malfunctioning gauge caused the engine crew to unknowingly allow the boiler to grow red hot before filling it with water. When water poured in hitting the red-hot metal casing, it instantly vaporized and burst through various sections of piping attached to the boiler. Sixteen members of the crew were killed within minutes, through being scalded by the steam. Another was mortally injured from a large lump of flying metal ripping upwards through the deck. Two more men were severely wounded and another four received minor injuries. Panicked into believing the ship's gunpowder store adjacent to the magazines might explode, the remaining crew opened plugs in the ship's hull and let her sink to the bottom of the muddy river. Descriptions of what conditions on the deck of the Chattahoochee were varied; but most confirm a total loss of order by her officers, with men running about frantic with fear and in pain from their wounds. Many jumped overboard and at least three bodies were recovered downstream some days later. The dead and wounded were eventually taken ashore despite an increasing and raging storm. Later, those who lost their lives were buried in Chattahoochee. The ship was quickly recovered and towed upriver to Columbus where she was again refitted. Despite this and many improvements being made to her design, in 1865, having seen no further action, she was scuttled to prevent her capture during the battle of Columbus.

Length:	150 ft (46 m)
Beam:	25 ft (7.6 m)
Draft:	8 ft (2.4 m)
Speed:	12 knots (22 km/h; 14 mph)
Complement:	120 officers and crew
Armament:	4 32-pounder smoothbore cannon, a 32-pounder rifled cannon and a 9-inch smoothbore cannon



The Surgeon at Work in the Field – Harpers Weekly

The "Surgeon at Work" introduces us to the most painful scene on the battlefield. Away in the rear, under the green flag, which is always respected among civilized soldiers, the surgeon and his assistants receive the poor wounded soldiers, and swiftly minister to their needs. Arteries are tied, ligatures and tourniquets applied, flesh wounds hastily dressed, broken limbs set, and sometimes, where haste is essential, amputations performed within sight and sound of the cannon. Of all officers the surgeon is often the one who requires most nerve and most courage. The swaying tide of battle frequently makes him a prisoner, and sometimes brutal soldiers will take a flying shot at him as they pass. Upon his coolness and judgment depend the lives of a large proportion of the wounded; and if they fall into the enemy's hands, military rule requires that he should accompany them as a prisoner. An arrangement has lately been made between General Howell Cobb, of the rebel army, and Colonel Keys, of the army of the Potomac, by which surgeons are to be considered non-combatants and released from custody as soon as their wounded are in the hands of the surgeons of the enemy.



Important Dates in Lincoln's War to Prevent Southern Independence

- Jan. 4, 1861 **Mount Vernon, AL** – On this date Alabama state troops seized the U.S. Arsenal at Mt. Vernon (approximately 30 miles from Montgomery, AL).
- Jan. 28, 1861 **Fort Macomb, LA** – On this date a Confederate States Army garrison took control of and occupied the fort. In 1862 the Union Army regained control of the fort and also occupied New Orleans.
- Jan. 3, 1862 **Huntersville, WV** – On this date a Confederate force, commanded by Brig. Gen. Edward Johnson, descended on and attacked the local Union forces at Huntersville. The Confederates drove away the Federals.
- Jan. 30, 1863 **Charleston, SC** – The USS Issac Smith was reconnoitering in the Stono River near Charleston. It was spotted by the Confederates who fired on it with their shore batteries. After several hits on the Issac Smith it ran aground and was quickly captured by the Confederate ground forces.
- Jan. 7, 1864 **Sulphur Springs, VA** – at 4:00 A.M., a group of Confederate raiders attacked a Union picket post on the Sulphur Springs Road, manned by part of the 1st Pennsylvania Cavalry. They made a cavalry charge into the rear of the Union position. Besides the Union 6 wounded & 18 captured union casualties, the Confederates also managed to capture 43 Union horses
- Jan. 30, 1864 **Medley, WA** – CSA Brig. Gen. Thomas Rosser plan to capture a Union supply train began by stampeding the Union cavalry and then routing the 350 Union soldiers with a dismounted attack. In the end, Rosser had captured 95 wagons from the supply train.
- Jan. 17, 1865 **Charleston Harbor, SC** – The Union monitor, USS Patapsco, was dragging for torpedoes in the Charleston harbor area. The Patapsco accidentally struck a torpedo. Within 15 seconds, the ship went down. The crewmen on deck managed to escape, most of the 62 crewmen that were still aboard went down with the ironclad.

**NO JANUARY CAMP
MEETING**



**SEAWELL'S
1125 Rosewood Drive
Columbia, SC**

WWW.WADEHAMPTONCAMP.ORG



Columbia, SC 29212-8711

507 Sail Point Way

C/O Adjutant Charles D. Bray III

A Non-Profit Organization

SONS OF CONFEDERATE VETERANS

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