

THE LEGIONARY

APRIL 2020

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

BILLY PITTMAN

Compatriots, being a historical group and a group that values historical lessons, we're certainly seeing history being made here in 2020. I hope that everyone is staying healthy and well during this Coronavirus crisis our country is facing. Whether the shutdown of the country, the lost jobs and the economic distress that is taking place is fully warranted is another topic, but the fact is we are living in some very strange times. However, I cringe when I hear people say; "this is one of the worst times in our country's history" or "never have we seen anything like this". Yeah, I don't know. In my mind, generations prior have been through FAR worse, but as typical in today's thinking, only the present matters. When people claim this to be one of the worst times in our history, I question how much of their history do they know, and do they really understand the human costs that we've incurred. Sure, it's a disruptive time right now and historically unique but in the scheme of things, it's not on par with the truly difficult times this country has been through. The revolutionary war, the war to prevent southern independence, the great depression, the attack on Pearl Harbor, 9/11 and the aftermath....just to name a few. I am speaking as someone who may have had this virus in early February this year, along with my wife. We were sick for 3 solid weeks and the symptoms we had were nearly identical to the symptoms they have described and we both tested negative for the flu at that time. They were not testing for coronavirus in early February, so I'll probably never know for sure. It was tough to get through and was the worse I've felt since the last time I had a flu 17 years ago. The real issue with this virus is that the impact on those who are older can be serious. So, I certainly do not dismiss the problem at all, but I do pray for perspective and a return to normalcy because I'm not sure how long this country can go with a distressed economy. Plus, I'm not sure a depleted America can *effectively* fight an epidemic. I have always believed and I've said for many years that sending our manufacturing overseas mostly in order to prop up stock prices was (1) shortsighted (2) unpatriotic and (3) a threat to our national security. If nothing else, maybe our leaders have learned that lesson. Whether it's surgical masks, gloves or ammunition, we need to control our destiny, and not depend on other countries.

Like many of you, I had ancestors in the war to prevent southern independence who died from pneumonia and other sicknesses, having been run into the ground physically while fighting to defend their country. They likely died with no family member at their side and during a time when their lives were just beginning. I have one ancestor who was 22-years-old when he died in Charlottesville from pneumonia. With that in mind, I will not complain, and I will carry on. We owe it to those who have paid the price to live our lives. I believe that as a nation we should first seek God's wisdom as He commands, we should humble ourselves and we should pray for healing. Hopefully, this slowdown has grounded us a little more in family time and maybe we realize the relentless pace of the rat race that we've been in for so long when it suddenly stops. In some ways, this has been a blessing. There is always a silver lining. Trust God and show no fear as our ancestors once did. Pray for our country and our leaders.

Pursuant to the Governor's orders and for obvious reasons, we will not have our April 23rd meeting – it has been cancelled. Compatriot and Adjutant Charlie Bray will communicate this in an email to the camp. In the

meantime, find the blessings in this slow down and stay safe and healthy. We will monitor the situation and we'll see what May holds for us. Carry on!

LT. COMMANDER'S TENT

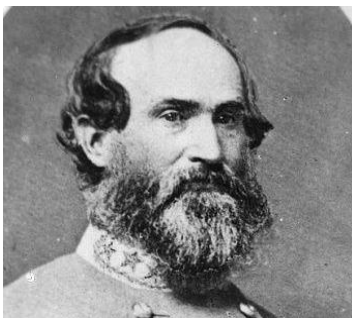
(JIM HARLEY)



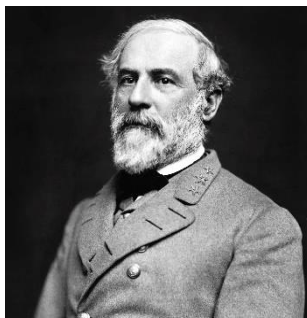
Jackson's Flank Attack

This painting by Don Troiani shows the Confederate attackers pouring out of the forest to attack the unsuspecting right flank of the Union XI corps on May 2, 1863.

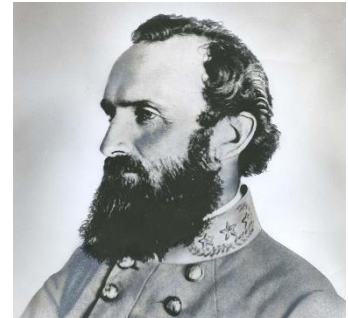
~ Events of April ~



Gen. Jubal A. Early



Gen. Robert E. Lee



Gen. Thomas "Stonewall" Jackson

This Month (April), in 1863, saw a huge victory for the Confederacy established Lee's Fame as a military leader.

The Battle of Chancellorsville (April 30-May 6, 1863) was a huge victory for General Robert E. Lee, though it is also famous for being the battle in which Confederate General Thomas "Stonewall" Jackson was mortally wounded. Fought in Spotsylvania County, Virginia, Lee's daring decision to face a force twice his size, Union

General Joseph Hooker's Army of the Potomac, by splitting his own army in two made the Battle of Chancellorsville go down in history as Lee's most significant tactical victory.

On April 27, 1863, after putting two-thirds of his forces in front of Fredericksburg to feign a frontal assault, Hooker led the other third of his Army of the Potomac across the Rappahannock River. He hoped to come up behind Confederate trenches near Fredericksburg and catch the enemy by surprise.

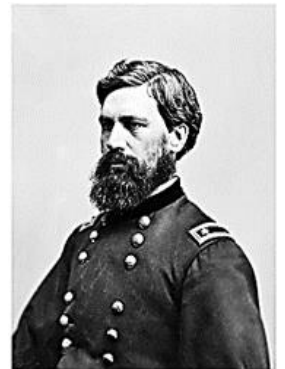


General Joe Hooker

Hooker's gambit was outdone by General Robert E. Lee's quick thinking. Lee, too, divided his force, retaining 10,000 troops led by Jubal Early to hold Fredericksburg before marching the rest of his army West to meet Hooker head-on.

The two armies clashed in an open field just beyond the Wilderness, a forest west of Chancellorsville, on May 1, 1863. Despite his superior numbers, Hooker had his men fall back to defensive positions, opening the door for Lee to hatch the most brilliant offensive plan of his career.

Lee split his army again, sending his right-hand man Thomas J. "Stonewall" Jackson to attack the Union's right flank, where they routed the Union XI Corps under Major General Oliver Otis Howard, caving in the Union line.



Maj. Gen. Oliver Howard

CHAPLAINS WITNESS

WALTER W. "SOAPY" LINDLER

Don't Let Fear Motivate You in This Time of Crisis:

We are living in a world where the media is presenting a constant barrage of various worldwide crises. Today we are facing what many of us believed would never happen in America. For many of us the Coronavirus (COVID-19) was a Chinese problem. Now we know it is spreading across the globe and has become the top concern for all of us.

People who might have been exposed to it are being quarantined. This causes major disruptions to normal life, families, and employment.

The stock market is falling because people are pulling money out of investments, thinking that there will be a huge economic downturn. Your 401K or IRA has been seriously impacted. Retirees and soon to be retirees are fearful of what the future might be when life returns to normal. You or a family member has been laid off, furloughed from their job or terminated.

It's easy to get caught up in the fear. However, if we are walking with the Lord, we have the Scriptures that promise us that He is with us and is taking care of us. The following two verses from Philippians are such.

Philippians 4:6-7 ". . . DO NOT BE ANXIOUS ABOUT ANYTHING, BUT IN EVERYTHING BY PRAYER AND SUPPLICATION WITH THANKSGIVING LET YOUR REQUESTS BE MADE KNOWN TO GOD. AND THE PEACE OF GOD, WHICH SURPASSES ALL UNDERSTANDING, WILL GUARD YOUR HEARTS AND YOUR MINDS IN CHRIST JESUS."



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.



Bill Smyth



CALENDAR OF UPCOMING EVENTS

2019

Event	Date	Contact / Web Site
Hampton Redshirts	May 5, 2020	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	May 6, 2020	Meets 7:00 PM 1st Wednesday of the Month – Hawg Heaven – Hwy. 76, Prosperity, SC
Palmetto Camp 22	May 7, 2020	Meets 6:30 PM 1st Thursday of the Month – Cayce Museum, 1800 12 th Street, Cayce, SC
SC 17 th Regiment Camp 2069	Apr. 20, 2020	Meets 7:00PM Third Monday of the Month – 6822 Barnwell Rd. Hilda, SC
15 th Regt. S.C. Volunteers Camp 51	Apr. 28, 2020	Meets 6:30 PM last Tuesday of the Month – Lizards Thicket – 4616 Augusta Rd. Lexington, SC
Gen. Paul Quattlebaum Camp 412	Apr. 28, 2020	Meets 7:00 PM Last Tuesday of the Month – Shealy's BBQ – 340 East Columbia Ave., Batesburg-Leesville, SC
UDC-SCV Confederate Memorial Day	May 2, 2020 CANCELLED	The UDC Confederate Memorial Day service will begin at 10:00AM at Elmwood Cemetery. Following the Elmwood service, the SC Division will have a service on the North side of the State House which will begin at 12:00 Noon.
Confederate Memorial Day	May 9, 2020 CANCELLED	Wade Hampton Camp 273 – Standing vigil at the Soldier Monument.



ADJUTANT'S DESK

CHARLIE BRAY

Compatriots, I suspect that each of you and your families are feeling the effects of the required “stay in place” orders. I personally have trimmed everything that can be trimmed in my yard. Pulled or poisoned anything that resembles a weed. Washed windows as well as chased down Saki our pug and given him a bath. After all this togetherness Sue and I have agreed some separation is a good thing. All joking aside we are living through a rough time in our country's history, and I pray we will soon be able to resume our normal daily lives.

As Commander Pittman stated in his column we will not meet in April. I hope we will be able to meet in May but it all depends on the control of the COVID-19 virus. I do know that our annual celebration of Confederate Memorial Day at Elmwood Cemetery and the State House has been cancelled. The 23-May-2020 dedication of the SCV Museum and re-interment of Gen. Forrest and his wife at our national headquarters in Columbia, TN has also been cancelled and a new date has not been established at this time. The SCV's 125th National Reunion scheduled for July 15-18 near St. Augustine Florida **“Has Not”** been cancelled at this time.

Quote: Robert E. Lee

"Every man should endeavor to understand the meaning of subjugation before it is too late... It means the history of this heroic struggle will be written by the enemy; that our youth will be trained by Northern

schoolteachers; will learn from Northern school books their version of the war; will be impressed by the influences of history and education to regard our gallant dead as traitors, and our maimed veterans as fit objects for derision... It is said slavery is all we are fighting for, and if we give it up we give up all. Even if this were true, which we deny, slavery is not all our enemies are fighting for. It is merely the pretense to establish sectional superiority and a more centralized form of government, and to deprive us of our rights and liberties."

Southern Women – Virginia “Jennie” Wade

Heroic Ride

William and Wesley Culp’s respective regiments faced each other in combat at the Second Battle of Winchester. Fortunately, neither brother was wounded in the action. Wesley Culp then came across a friend from Gettysburg on June 15, a Private Jack Skelly, who had been badly wounded and was in a Confederate hospital. Skelly gave Wesley a note, to give to his Fiancé, Virginia “Jennie” Wade, who was William and Wesley Culp’s respective regiment’s faced each other in combat at the Second Battle of Winchester back at home in Gettysburg; but Wesley was unable to deliver the note, as he was shot and killed a short time later at Culp’s hill in Gettysburg on property belonging to his uncle.

Speculation of a romance between Jennie Wade and Jack Skelly has been brewing for years. The two childhood friends grew up together in Gettysburg Pennsylvania prior to the start of the Civil War. According to the Pittsburgh Gazette Times in a November 9, 1913 article, Jack Skelly’s family found out about Jack and Jennie’s plans to marry after his death. Jennie’s mother also didn’t know of her daughter’s intentions to wed till after her daughter’s death. According to Jack Skelly’s family, he was planning on marrying Jennie Wade when he got his furlough in the fall, but unfortunately Jack died during battle in Winchester, Va. According to sources at the Adams County Historical Society, Jennie and Jack were engaged in the spring of 1863 and were to be married in September of 1863 if Jack could secure his furlough.

Today, women come every year to put their ring finger in the bullet hole. Emails and letters from woman who have actually tried doing it and have gotten married or engaged have been received too, Myers explains. Maybe the legend lies in the fact that the bullet came through the very door the legend is attached too and went through her heart.



Sadly, 'Jennie' Wade, too fell victim to the war, the only known civilian killed at Gettysburg as a bullet came through her home while baking bread. On that tragic morning, like every other morning, Jennie Wade woke early and began preparing biscuits for the soldiers in her sister's kitchen. An infantryman, possibly from Louisiana or maybe a Union marksman, set-posted from an occupied house somewhere on the other side of Baltimore Street further up north, fired off shots. One of those shots passed through the outside kitchen door of Georgia McClellan's home, went through the door between the kitchen and the parlor, and struck Jennie Wade in the back-left shoulder blade piercing her heart and killing her instantly.

Jennie's sister Georgia screamed at the top of her lungs upon hearing their mother say that Jennie was dead. Federal Soldiers ran into the house from all directions to see what was wrong. The soldiers instructed that the



ladies go immediately into the cellar on the other side of the house where it would be safer. However, getting to the cellar posed a problem. Jennie's mother too refused to leave her daughter's corpse behind. So the soldiers wrapped Jennie's lifeless body in a quilt that her sister made, and proceeded to carry her up the stairs. Mary Ann Wade and her children made their way up the stairs to the bedrooms, followed by the soldiers who were carrying her daughter.

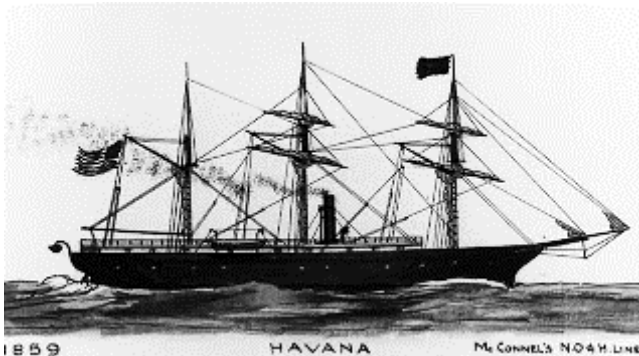
Everyone then climbed through the hole that had been blown into the wall from the shell the day before. The hole was made larger by the soldiers who kicked it open wider to fit Jennie's body through. Everyone made their way down the other flight of steps on the opposite side of the house, and out the kitchen door of Georgia's neighbors' house. Once outside, the group made their way into the cellar where they would spend the remainder of the day and night until the battle was over. Jennie's lifeless body was placed on a wooden bench in the back-left corner of the basement. For the next 18 hours, Jennie's family and the Federal soldiers sat and waited for the battle outside to subside.

When the battle was finally over with, Jennie's body was placed in a wooden casket that had been prepared for a soldier, and was laid to rest in the garden behind her sister's house for the next six months, until it was later moved to the cemetery nearby the German Reformed Church. Nearly two years after the Battle of Gettysburg, Jennie's sister, Georgia, her husband Louis, and the oldest brother, John, moved Jennie's body to the Evergreen Cemetery.

USS / CSS Sumter

Heroic Ride

The *CSS Sumter*, a bark-rigged screw steam cruiser, was originally built as the merchant steamship '*Habana*' (Sometimes referred to as 'Havana') and purchased by the Confederate Government in New Orleans in April 1861, before being hastily converted to a cruiser. When this had been completed, the *Havana* was quickly renamed *CSS Sumter*, after the Southern Fort Sumter which had already fallen to Union troops on the 13th April 1861.



This ship was originally a barque rigged steamer of 473 tons, having a length of 184 feet, her beam, 30 feet, and she drew only 12 feet of water. In trials she made about nine knots and coal bunkers were of enough capacity to enable her maintain steam for eight days. Built in Philadelphia in 1859 for McConnell's New Orleans & Havana Line and used to ferry both passengers and freight both ways, on the run between New Orleans and Havana.

As the *CSS Sumter*, she was transformed into a formidable fighting ship for her size, with a single 8-inch pivot gun and four 32 pounders available for broadsides. This small vessel took the honour of being the first warship

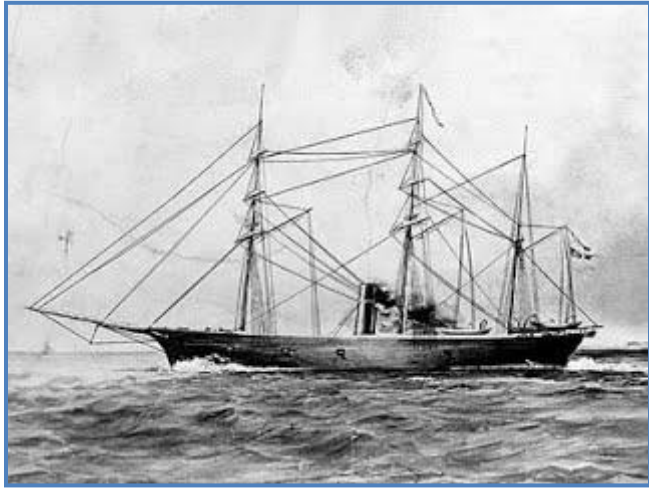
to fly the Confederate States Flag.

Raphael Semmes was appointed Captain of the '*Sumter*' and quickly recruited a crew of 22 Officers, 72 Seamen and 20 Marines. In his report to Stephen Mallory, Secretary of the Navy he wrote. *"I have an excellent set of men on board, though many are green and will require some little practice and drilling of guns to enable them to handle them credibly. Should I be fortunate enough to reach the high seas, you may rely on my explicit obedience to your instructions. That is to do the enemy's commerce the greatest injury in the shortest time."*

By the time Semmes was ready to attempt running the blockade, he was faced by several Union vessels including the 21 gun '*USS Brooklyn*', plus three of the heaviest and fastest steam ships of the USN, the 52 gun, 3,307 ton '*Minnesota*', the 32 gun, 4,582 ton '*Niagra*' and the 16 gun, 3,765 ton '*Powhatan*'. From trials that Semmes had conducted with his new command, he knew that nine knots was the top speed he might expect to achieve, whilst '*Niagra*' had at least a two-knot advantage. He also realized here was little chance he could fight his way out into the open sea as the opposing fire power was overwhelming in both size and numbers. On the 18th June 1861, Semmes navigated the *Sumter* down the Mississippi River between Fort Jackson and Fort St. Philip in the hope of slipping through this blockade; but found the *USS Powhatan* was waiting. A short distance beyond the *USS Brooklyn* was also on station, both vessels effectively blocking any free passage into the Gulf of Mexico.

'Sumter' was anchored between the two forts and at sunset Semmes learned the *USS Powhatan* had left her position to chase two incoming blockade runners. Semmes immediately ordered the anchor raised and steamed towards the point where the Mississippi River opens into three separate segments known as the Head of the Passes but by morning, his lookouts reported the '*Powhatan*' was back in position, effectively frustrating Semmes plan to break free.

Over the next nine days, a cat and mouse game ensued which saw the Unionists putting a Telegraph Station out of action, believing it was reporting the movements of their blockading ships. Semmes' men removed the lighting equipment from a number of lighthouses, but this did little to enable the Confederate Cruiser to escape.



At last, on the 29th June, news came that the *USS Brooklyn* was "*Nowhere to be seen.*" Semmes didn't wait for confirmation and commenced his run, steering for the estuary at full speed. Aided by a strong current the '*Sumter*' gathered speed and safely crossed the bar. After much delay, Raphael Semmes commanded the first Confederate Cruiser at sea.

Although the '*Brooklyn*' gave chase and at one stage looked as if she would overhaul the *CSS Sumter*, the Confederate ship was able to ensure her pursuer was deprived of the prevailing wind. Her combined screw and sails allowed her to slowly draw ahead and eventually, to the relief of Semmes and his crew, the Union ship gave up her pursuit.

Semmes took his vessel south towards Cuba, and on the 3rd July sighted the Union ship '*Golden Rocket*' out of Maine. The '*Maine*'s' Captain was first indignant then shocked to learn he, his crew and his ship were the first victim of the new Confederate Navy. The crew were taken aboard '*Sumter*' and the captured ship was destroyed by fire. One of Semmes's Officers Lieutenant John Kell described their feelings as they torched this ship: "*It was a sad sight to a sailor's eyes, the burning of a fine ship. We had not then grown accustomed to the sight with hardened eyes.*"

Early next morning, two more sailing ships were sighted and a blank shot from a 32-pounder gun brought them smartly to a stop but their neutral cargo saved these two brigs, '*Machias*' and '*Cuba*' from burning. With prize crews on board these were taken under tow towards the Cuban port of Cienfuegos. Semmes, however, was forced to cut the tow lines to his captured vessel and under cover of darkness the '*Cuba*' escaped. Undeterred, Raphael Semmes gained two more prizes close to Cienfuegos, this time sugar traders and again, neutrality saved them from destruction.

Semmes remarkable first voyage didn't end there. Escorting his three prizes into port, a tug with three ships in tow all flying American flags came into sight and Semmes resolved to add these to his 'collection' just as soon as all were clear of Spanish jurisdiction. Ironically, when trying to enter harbour with his fleet of captured ships, a fort at the entrance opened fire with muskets, not recognizing the new Confederate flag – but after some delay and forthcoming explanations, he was finally allowed to enter port - but by 7th July, Semmes and the '*Sumter*' were at sea again, this time headed for Curacao. Here he allowed his crew a few days in port and ordered some urgent repairs to his ship. It was also an opportunity to take on board, 115 tons of British coal.

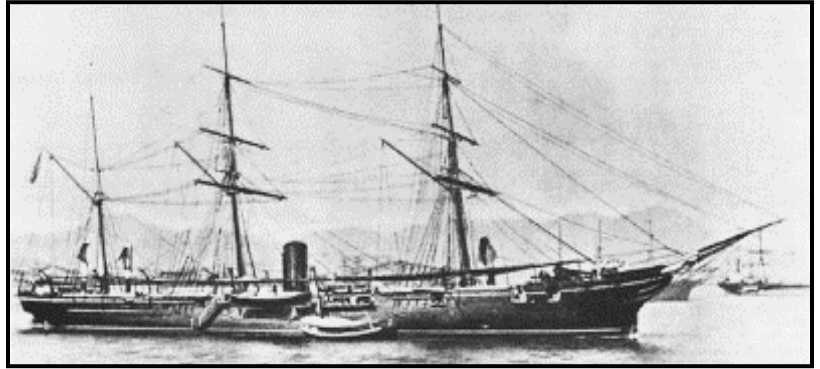


By the end of July, Semmes successes were giving the Federal authorities some grave concerns. Two vessels, the thirteen-gun steamship '*Keystone State*' and *USS Powhatan*, were ordered to track down the '*Sumter*' and destroy her at all costs. Their reasoning was later revealed. The Northern Light, carrying \$2 million in gold bullion needed to support the war effort, would soon be passing through waters in which the Confederate ship was thought to be operating and the Union could not allow her to be captured. The Federal ships in pursuit had

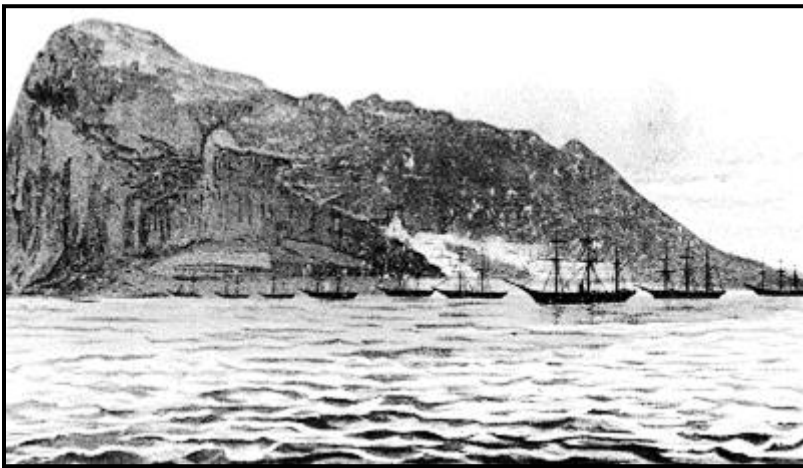
their own problems however. The *USS Powhatan's* elderly boilers consumed immense amounts of coal, seven hundred tons compared to the '*Sumter*' using only one hundred tons. Inevitably, the chase had to be abandoned and the '*Powhatan's*' captain, David Porter ordered his ship 'about'.

By the 6th August, the *CSS Sumter* was in the Atlantic, and over the following six weeks, '*Sumter*' stopped no less than fifteen neutral ships and dispatched two Union ships. Despite Semmes personal disappointment, there was little doubt that the presence of his ship and his threatening the trade routes, was having a great effect on America's merchant marine. Ships could not find cargoes, insurance rates had soared and to avoid capture, Union vessels were forced to take long detours to try and avoid the waiting arms of the cruiser.

For a single ship, she was having a disproportionate effect on strangling American trade, and Semmes and the Southern cause could be well pleased with this result. Had it not been for a perilous encounter with the formidable, eight-gun steam-sloop, the *USS Iroquois* (See photo right) under the command of Commander James Palmer, this may well have continued but escaping a carefully planned trap, Semmes set his command on a course to take her across the Atlantic to Europe. More prizes followed but the '*Sumter*' was soon



overflowing with prisoners from burned or sunken ships. Added to this, the small Cruiser had to cope with a raging Atlantic storm which took its toll; and a serious leak threatened the safety of the ship. Semmes ordered they make towards Cadiz, still some five hundred miles away. With the weather barely improving it was on the 4th January 1862 they finally made port and relative safety. Unfortunately for Semmes, the local authorities prohibited any repairs to be made and eight of his crew members deserted. Semmes was forced to abandon Cadiz and set sail for Gibraltar where he hoped for a more favorable reception by the British.



Hamstrung by financial demands from the British authorities, Semmes and the *CSS Sumter* remained holed up in Gibraltar's admiralty dockyard awaiting repairs. Time was ticking away as far as '*Sumter*' was concerned. The Union Navy were able to rally two fast armed screw ships to the area, the *USS Kearsarge* and '*Tuscarora*', both watching and waiting patiently for Semmes and the '*Sumter*' to make a move. Semmes' plight worsened with the arrival of *USS Ino* plus the 'Constellation' a sailing sloop of war, and three additional warships joined the blockade.

Some satisfaction may have been taken in that one small Confederate ship was effectively

tying up seven Federal warships that might well have been better employed in pursuing other objectives for the Union.

As a result of pressure from the US Consul, Semmes could not buy coal and now work ceased on the installation of new machinery. Without coal and effective repairs, the '*Sumter*' could not risk going back to sea. Leaving a caretaker crew aboard, he travelled to London with some of his fellow Officers. The remainder of the crew were subsequently paid off and the '*Sumter*' lay anchored at Gibraltar for another six months, tying up the Union fleet assigned to keep guard.

Despite pressure, Britain did not intern '*Sumter*' or her crew, which either or both could have been done under International law. It suited the British to cause the greatest aggravation to the Union Merchant Fleet, and so weaken America's grip on world maritime commerce which had proven a real threat to the dominance previously held by the British Mercantile Marine. Semmes eventually sailed from England for home but on reaching Nassau, was promoted to Captain and ordered to return to England to take command of *CSS Alabama*.

The abandoned *CSS Sumter* languished at Gibraltar for several months; but in December 1862, the ship was auctioned, and sold to a Liverpool Merchant, who renamed the ship '*Gibraltar*'. Now flying a British flag, she had gained immunity from attack by the waiting Union ships and sailed away in February 1863 to refit in Liverpool. *Gibraltar* subsequently worked as a blockade runner from 1863 making several successful runs before the end of the conflict. Sadly, the ship was reportedly lost in an English Channel storm in about 1867.

Although the *CSS Sumter* did not achieve the spectacular successes of those that followed, in capturing eighteen ships and burning seven of them, she nonetheless served her fledgling nation well. Acting as a training ground for Raphael Semmes, he cut his teeth in her for the relentless struggle at sea against a superior foe yet to come. Together they started a fear campaign for US ship owners and forcing many Union warships, to leave their main task of blockading Confederate ports. Semmes was criticized for abandoning his ship but in reality, he could have achieved little else.

Many of the '*Sumter*'s' gallant crew including several of its officers (See photo right) would serve again with their Captain and in other Confederate cruisers like the *CSS Florida*, '*Alabama*' and '*Shenandoah*'. The indomitable spirit of the *CSS Sumter* and her captain, Raphael Semmes, had set the standard by which many more would be judged in the years that followed.

Photo # 42383 "Cdr. Raphael Semmes & Officers of *CSS Sumter*"



The CHARGE

To you, ***SONS OF CONFEDERATE VETERANS***, we submit 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 he loved and which made him glorious and which you also cherish. ***Remember***, it is your duty to see that the TRUE HISTORY of the South is PRESENTED to FUTURE GENERATIONS.



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

WE ARE ALWAYS LOOKING FOR A FEW GOOD MEN



Important Dates in Lincoln's War to Prevent Southern Independence

- Apr. 25, 1861 **Indianola, TX** – on this date a force of Union troops, commanded by Maj. Caleb C. Sibley, were forced to surrender to the Confederate force, commanded by Col. Earl Van Dorn. The Union troops were forced to sign a parole stating that they would not take up arms against the Confederacy until exchanged.
- Apr. 1, 1862 **Salem, VA** – Union force entered the town of Salem and attacked the Confederate force, commanded by Maj. Gen. Thomas J. Jackson. The Confederates were forced to retreat up the Shenandoah Valley. Jackson used his cavalry, commanded by Col. Turner Ashby, to cover his withdrawal.
- Apr. 22, 1862 **Aranas Bay, TX** – a small group of Confederate raiders captured several Union launches.
- Apr. 7, 1863 **Amite River, LA** – the Federal steamer USS Barataria was traveling on the Amite River. It had been sent on a reconnaissance mission. A group of Confederates spotted the ship and attacked it. The ship was eventually captured by the Confederates.
- Apr. 25, 1863 **Greenland Gap, WV** – Brig. Gen. John D. Imboden and his Confederate raiders entered Greenland Gap and attacked a group of Union soldiers that were in the area. The Confederates even set a church on fire because of some harassing Union snipers were hiding out in there. The Federals were forced to withdraw from the gap.
- Apr. 21, 1864 **Natchitoches, LA** – Confederates saw the Union rear guard as the Federals were retreating from Grand Encore. They were on their way to Cloutierville. The Union force was being commanded by Brig. Gen. Nathaniel P. Banks. The Confederates, commanded by Brig. Gen. Gabriel C. Wharton, attacked the rear guard. This forced the Federals to abandon their positions in Natchitoches.

**DUE TO COVID-19
WE WILL NOT
MEET IN APRIL**



**SEAWELL'S
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C/O Adjutant Charles D. Bray III

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Lt. Gen. Wade Hampton III Camp No. 273

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