



SCV Europe Camp #1612

www.scveuropecamp.jimdo.com

INSIDE THIS ISSUE:

COMMANDER'S LETTER	1
EDITOR'S NOTE	2
A HORSEMAN'S GRIEF	3-6
SPORTSYLVANIA 1864	7-8
CSS ALABAMA NOVEL	9
CSS ALABAMA MYSTERY SAILOR	10-12
LIVERPOOL EVENT 2015	13
CSS ALABAMA EXECUTIVE OFFICER HONORED	14
PREACHER'S CORNER	15
INTERESTING READING	16



**Intelligence Service Europe,
Year 7, Issue 2, April / May 2014**

Commander's Letter

Dear Members and Friends of the Europe Camp,

Time is flying by. Spring is turning around the corner. As powerful as springtime, we will develop a strong program of activities for this year. It is possible to attend many events, and I say: "participate in these events as often as possible." During the past two months several things have happened.

Unfortunately, I received the sad news that Raphael (our editor) is in poor health. He is not only our editor, he is a very good friend and an old comrade as we both served in nearly the same units in the German Army! Raphael fights the illness as we had fought the enemy... **"Glück ab mein Freund!"**

The second bad news is about Tom's horse Whiskey. He had to be put to sleep due to complications from an accident. To lose a faithful friend and companion hits everyone in the middle of the heart. I know that a strong bunch of friends can help heal this difficult period for Tom.

I am proud of our editor as he has collected the following articles, done correspondence and laborious detailed research under trying times and made it possible to enjoy this interesting edition!

See also our specially focus about the CSS Alabama in this issue.

I wish y'all an exciting reading time.

In the service of the South,
Achim "Archy" Bänsch

Commander



EDITOR'S NOTE

Winter is coming to an end, slowly but steadily. In Europe it has not nearly been as hard as in America, but we all are looking forward to spring weather now.

May I start with sad Camp news. Whiskey, the old war-horse of member Tom Landgraf died from an accident. Feel the tears of a soldier who saw his best companion dying while looking in his eyes. There's also a moving good-bye poem for the faithful horse.

This May is the 150th anniversary of the battle of Spotsylvania Courthouse. As the War continued on, bitter fighting and hardships increased. See the 1864 testimonial letter of a Confederate soldier about his experiences at Spotsylvania.

Our brother Ian Dewar from Britain has launched a brand new novel reflecting the cloak-and-dagger atmosphere surrounding the building of the CSS Alabama. See the advert inside and learn how to obtain a copy of his book. All the funds from the book will go to the projects of our associates at the 290 Foundation.

The 290 Foundation is as active as ever! We're really proud of this mutual association. Read about the planned Liverpool 2015, CSS Shenandoah event and the June 2014, honor marker ceremony for the CSS Alabama Executive Officer John McIntosh Kell in Georgia which will include SCV Lt. CiC Barrow in attendance.

Our many international contacts are coming to fruition. Compatriot James Gray of the William Kenyon Australian Confederates Camp 2160 (Australia/New Zealand) is offering all his books in electronic version for public use. In our section Interesting reading this time you will find "Union Slave States, Owners and Traders" with very enlightening historical facts.

Please keep contributions coming in and continue sending feedback. Camp members remember: this is your newsletter!

Your most obedient servant.



Raphael Waldburg-Zeil (Original painting by Valerie Protopapas)



A TROOPER'S FRIEND - A HORSEMAN'S GRIEF

Our most important reenactor, reenactment instructor, living historian, cavalryman and one of our camp's most active full members, Tom Landgraf, has lost his horse *Whiskey* in a terrible accident. Tom was present when *Whiskey* was put to eternal sleep by the veterinarian after realizing there was no chance to save his life without leaving him badly crippled and in pain.



Close friends, Sgt. Landgraf and *Whiskey* together in the field camp ready to depart into combat within 5 minutes (as demanded by Gen. JEB Stuart).

For 16 years, *Whiskey* has been the war-horse and noble friend of Sgt. Landgraf. They have lived countless adventures and anecdotes together. During nature rides, raids and reenactments or just in daily contact, according to Tom's calculations, he rode *Whiskey* more than 9,000 miles on horseback during the last 16 years.

Whiskey was a special horse with his own character and intellect, also his own special tastes. He loved chocolate ice-cream. Not getting it before a parade could mean problems, but a scoop of ice-cream and he became the most disciplined cavalry horse.

He loved children and took special care of them. He was good to anyone.

Whiskey was used to every kind of battle sounds, from yelling to cannon fire. He stood firm awaiting orders in the midst of powder smoke and nothing could bring him to distress.

His special behavior was to start automatically at a galloping mode while remaining on the spot for orders every time he saw Yankee cavalry in a distance. It was like feeling the horse saying “there are the Bluebellies, I wanna charge them right now!” He was a true Rebel horse!



Horse and rider in neat appearance for dress parade

Now we include as a last goodbye for *Whiskey* this poem about a cavalryman’s grief:



A Trooper's Friend

*My friend and I rode off to war,
When country and duty called;
We fought four long and bitter years.
By glory unenthralled.
I loved him dearer than a brother,
More than tongue can tell;
And though he never spoke a word.
He loved me just as well.
Though we both were often hungry,
If there was grain, it went to him;
I knew I would get by on salt pork,
And on moldy hardtack grim.
A bursting shell at Chickamauga,
Took one of his ears away.
But he stood outside the surgeon's tent,
As they cut lead from me that day.
He saved my life at Brice's Crossroads,
And took a bullet meant for me;
A saber slashed across his neck,
When we charged some battery.
And now here in Alabama,
The end is drawing near.
Dark smoke and bloody hoof prints,
Across the land and cause so dear.
My friend did not arise this morning,
And though he tried to lift his head.
I saw within his silent eyes,
There were lonely roads ahead.
The captain rode up beside us,
And said "Ben we must retire."
His next order died unspoken.
He knew the shot I'd never fire.
I knelt beside my friend and stroked his mane,
As the column rode away; And kept the flies at bay.
I gave him water from my canteen,
He struggled once more to gain his feet, And he seemed to say,
"We tried!", I could not see him for my tears.
And I held him as he died.
With only cup and saber,
I mounded him with clay.*

*For such a true and faithful friend,
I could not leave for vulture prey
He's galloped beyond war's flame and fury,
Past the battle smoke and din,
If there are horses up in Heaven.
May we ride together again.*

Sgt. Benjamin R. Gormley, Georgia Division Cavalry, March 21st, 1990



Unforgettable moments. Forever friends. Tom and *Whiskey*.





BATTLE OF SPOTSYLVANIA COURTHOUSE: DESCRIPTION FROM THE FOOT SOLDIERS POINT OF VIEW

This letter from Confederate soldier Michael F. Rinker (Private, Company F, 136th Regiment, Virginia Militia) to his parents is an impressive account of battle. Written from camp near Spotsylvania Courthouse it describes the heavy fighting and mentions the Battle of New Market (Virginia).

Camp Near Spotsylvania Court-House Va
Tuesday May the 17th 1864

Dear Father and Mother

With pleasure I write to you this morning, hoping you may get this in due time. I am well, and hope you are all well. I must ask you to excuse me for not writing sooner, indeed I am ashamed that I have not written ere this. But now I will tell you why I did not write to you sooner than I did.

We have been so busy since we came over here, that indeed this is the first chance that I have had to write. The second day after we arrived here, we commenced fighting and it is not over yet. Father indeed for 5 days we were so busy fighting that we could hardly get time enough to eat our meals. To-day it is 14 days since we commenced fighting and yesterday the cannon and small arms were still at work. But the fight was not real heavy all the time, the hardest fighting was on the 5, 6, & 7 and on the 9, 10, & 11 days of this month. During them six days it was awful. There was one continual roar of thunder all the time from the artillery and small arms.

For six days the Battle was kept up, all the time day and night, in the dead hour of midnight, the cannon & musketry was thundering all the time. Column after column the Yankees pushed their men up to our Breastworks and our men were cutting them down as fast as flies. The dead Yankees are heaped up in piles half as high as a man, in front of our Breastworks, and all around on the Battlefield the dead yanks are lying just as thick as they can be, and none of them buried, they will all rotten on top of the ground.

Now you may know how it is down here. The line of Battle is 15 miles long, and for 4 days the Battle was kept up all along the line. The Yankee loss in killed and wounded is awful. Their loss will not fall short of fifty five hundred in killed and wounded, and their loss in prisoners, will reach ten or twelve thousand. We have captured 12 or 15 fine pieces of artillery and 6 or 8 thousand small arms.

The yanks lost in killed, 2 Major Generals and 3 or 4 Brigadier Generals, and their loss of Officers generally in killed wounded & prisoners is large. Their entire loss is very heavy, and I think it will be larger yet, before the fight is ended. All the men say that this has been the hardest fight, since the war. It was awful for about 5 days, the cannon just kept one continual roar of thunder, day and night. I suppose you have heard, of the number of killed and wounded, of our company. You have also, no doubt heard that General J.E.B. Stuart died a few days ago from a wound received near Hanover Junction. General Longstreet was painfully wounded on the second day of Battle. But he is getting well fast.

General Lee got a dispatch yesterday afternoon from General Breckinridge stating that he had whipped and routed the yanks 2 miles above New Market and run them to Mt. Jackson where the yanks burnt a Bridge. We are all glad to hear, that the yanks have been whipped in the valley. Noah is well. We have plenty to eat. Noah give me the things that you sent to me and I am very much obliged to you for them. I will try and bring something when I get home. Tell mother, I would like to have one pair of socks sent to me by the first one of our men that comes over. Write soon and give me all the news. I hope you will excuse me for not writing sooner, for indeed I did not have time hardly to eat my meals, we were busy all the time. I will close. Your son. Michael F. Rinker.

Our men are still in line of Battle, day & night all the time, some times they commence fighting at midnight. There is no telling how much longer the fight will last. Our men lay in our Breastworks day and night. One night last week the yanks charged our Breastworks 9 different times, and every time our men run them back, with great slaughter. If I can get time I will write to you soon or as soon as I hear from you all. I will close.

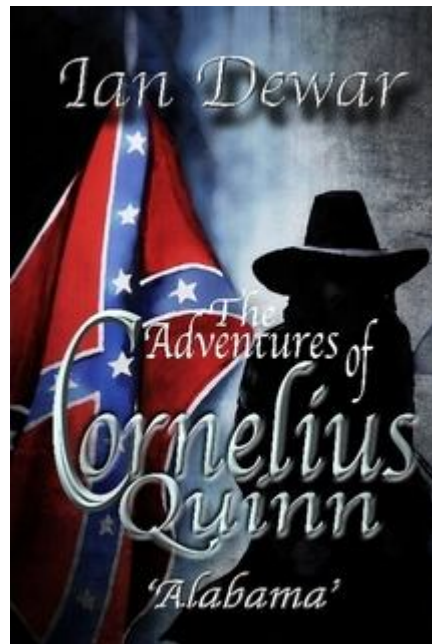
Your son, Mike.



Confederate dead, killed at Spotsylvania Courthouse, 1864



ADVERT



The Adventures of Cornelius Quinn 'Alabama'

A novel by associate member Ian Dewar!

1862 and a second Confederate cruiser is nearing completion at the John Laird shipyard in Birkenhead on the River Mersey. Known only as the Hull '290', this new ship is viewed with deep suspicion by the American Consul, representing the Union North. The '290' is being purchased under a private contract by Commander James Dunwoody Bulloch, CSN, an experienced naval officer and now Confederate Purchasing Agent; but Vice Admiral Seymour RN suspects that Union agents are also operating in Britain with an aim to destroy the new ship and assassinate James Bulloch. Cornelius Quinn, a former sergeant with the Indian Army is awaiting execution for the murder of a fellow NCO. Quinn has been transported back to England and is incarcerated on the prison hulk Aurora. Seymour arranges for Quinn to be freed with the promise of a pardon. His task is to protect James Bulloch and the '290' at all costs!

The Adventures of Cornelius Quinn was published on 4th March 2014 at £25.00, but is available to order as a special hardcover edition* at £20 (+P&P) and can be ordered online.

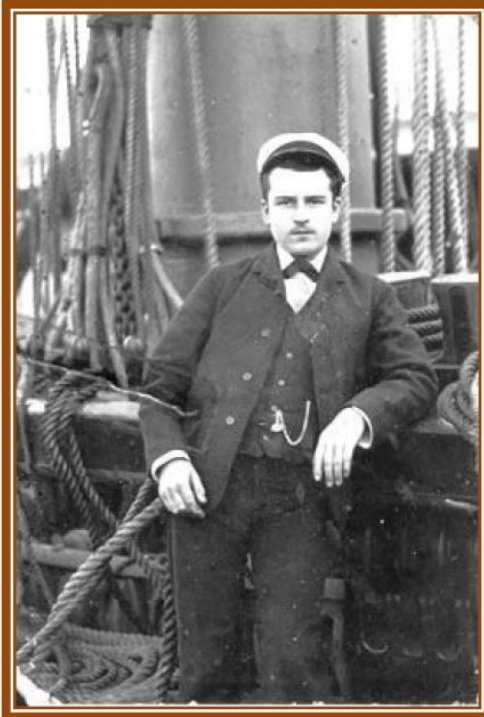
More details including preview pages can be found by clicking the link below.

<http://www.lulu.com/shop/ian-dewar/the-adventures-of-cornelius-quinn-alabama/hardcover/product-21435956.html;jsessionid=10750954D46F17A1CB30FCD79BC35E34>

- All proceeds from this edition go to the 290 Foundation 'Commemoration Fund'

C.S.S. ALABAMA'S MYSTERY SAILOR

FELIX FLOREZ



One of many mysteries still surrounding the famed Confederate warship *CSS Alabama* is a Filipino whose descendants claim he sailed on the ship but his name doesn't appear on crew muster lists. *Felix Florez* was born in July 1844 on *Panay Island* in the Philippines, he dies 1 March 1884 at his adopted hometown 'Kalk Bay' near *Cape Town* in an accident while working a pickling barrel. His death certificate states "he leaves only movable property." His attractive wife *Maria*, signs the death certificate with an 'X.' This information comes from *Walter Veldsman* whose sources are *Clive Solomons* who in turn gains it from verbal discussions with descendants in April 2001. While seldom reliable, oral history with the Filipino people as with Pacific Islanders is remarkably accurate and forms a major part of their culture. It's this oral history of the family that relates *Felix* coming to South Africa on board *CSS Alabama* in 1863; there were a number of desertions on that occasion. The family claim the picture seen here of *Felix* is taken on board *Alabama* standing before the funnel. He told them that the propeller could be raised and the funnel lowered to aid her running under full sail with the wind, resulting in a speed of 13 knots. Indeed the funnel could be lowered almost to deck level and that is where the funnel is said to be positioned in this photograph of *Felix*.

However, closer study of the image, (*far better quality than any South African Alabama images to date*), reveals ropes running up against the so called 'funnel' and it has little to no resemblance

to the *Alabama's* funnel that has a large bulge at the base as well as ventilators and the Captain's bridge nearby. Hempen ropes would soon burn if touching the funnel and these ropes indicate this is more likely a mainmast but it could be a mast on any ship. Also the 'uniform,' with cap worn rakishly as many Confederate sailors did, doesn't match Confederate uniform regulations and more likely is a marine merchant sailors hat. His clothes are a civilian suit and too smart for a sailor. I suspect it's taken during a formal visit to port. There's little in this picture to indicate it could be the *Alabama*. We can't see her guns, ropes coiled on the deck indicate that no sail is aloft. If we accept the oral history, I believe this is more likely to be *CSS Tuscaloosa*, a Yankee ship named "*Conrad*" until seized as a prize on 20 June 1863



and renamed. The *Alabama's* Captain puts some 15 of his own crew aboard *Tuscaloosa* with some heavy guns to sail away under Confederate colours and instructions to make an African cruise in the direction of *Cape of Good Hope*.



hile Felix may have joined *Alabama* earlier, even from Liverpool, where there's a large Filipino community,

it's most likely *Felix* sails into *Simons Town* aboard *CSS Tuscaloosa*; some newspaper accounts confirm this. However the same newspapers claim he was under the command of *Captain Semmes*; we know of course it was *Lt. J. Low, CSN*. One family member today suggests that *Felix* may have been on the *Tuscaloosa* before she was captured by the *Alabama* and opted to stay with the ship and serve the Confederate cause. This was not uncommon; however *Felix* does voice accurate knowledge of *Alabama's* equipment and navigation. On 31 July, 1863 *Tuscaloosa* captures the American ship *Santee* with a cargo of rice and bonds her for \$150,000. On 8 August, *Low* brings his ship into *Simon's Bay, South Africa*, then departs for a 90-day cruise during which he stops at *Angra Pequena, (Southwest Africa,)* to discharge *Tuscaloosa's* cargo of wool and goat skins. On 19 November 1863 he puts into *St. Catherine's, Brazil* for supplies but the once friendly port doesn't allow *Low* to purchase the much needed stores and he's informed he must depart before nightfall. From there *Tuscaloosa* returns to the much more friendly waters of *Simon's Bay* on 26 December 1863 but even here authorities reveal their loyalties are turning against the South as the ship is seized the next day by British authorities as an 'uncondemned prize' that violates the neutrality of Her Majesty's Government. They order the ship to be held until properly reclaimed by her original owners. *Lieutenant Low* and his men, (no doubt this includes *Felix*) leave the ship and an officer and men from *HMS Narcissus* are placed on board. When her owners don't reclaim her, she's released by British authorities in March 1864, (150 years ago at the time of publication of this journal) but at this stage the Confederacy has no further use for her. Strangely at this time, *CSS Alabama* is also in South Africa at Cape Town and no doubt *Semmes* brings his convincing powers to bear resulting in the release of the ship.



Alabama is immortalised by the Cape Malays song '*Daar Kom die Alabama.*' A newspaper cutting, dated 5 October 1946 states that *Felix* was brought to Cape Town on the *Alabama* and as such was the Cape's first Filipino. The article reports, "*It's not clear why he left the Alabama but Florez, obviously a man of some personality, settled in the Kalk Bay area.*" As *Alabama* was in port at the same time, both ships are in the running but either way *Felix* has to be on board *Alabama* at some time.



Looking towards Kalk Bay from St James



Kalk Bay gets its name from the Dutch language meaning "*lime*." Lime kilns were set up to produce '*kalk*' from the shore's shell deposits, this was then sent to *Cape Town* via the same ox-wagons that brought goods to *Kalk Bay*. The lime is used in the construction of buildings and is the component that gives so many *Capetonian* homes their white-walled appearance. The picturesque bay also lays claim to being where *Cecil Rhodes* dies and his cottage (seen at left) is indicative of those erected by the early Filipinos.



For over 80 years there have been numerous romantic tales about the origins of the *Filipinos* at *Kalk Bay* and in *Cape Town's* Italian quarter. One website claims they arrive in much the same way as Greeks, immigrants on ships of various descriptions. The same website features newspaper articles about *Felix Florez* and one source is attributed to the books '*Tavern of the Seas*' (pages 91-92) and '*Cape Town's Foreign Colonies,*' by Lawrence G. Green published by Howard B. Timmins Monarch House. *Felix* is described as being, "*A bold Filipino pioneer who settles at Kalk Bay in the mid '1860's.*" It's also mentioned that he was, "*reputably aboard the famed Confederate raider CSS Tuscaloosa under the able command of Captain Semmes.*" We know this is not correct *Semmes* remained with *Alabama* to the bitter end. Later, after settling in

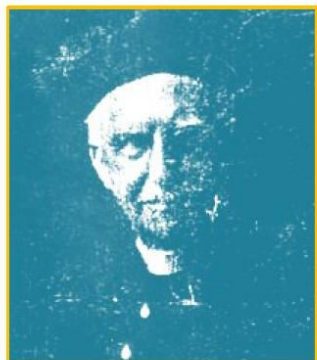
South Africa, Florez persuades other Filipino sailors to join him, and so the community grows as they in turn invite families over from their homeland. One story, still rumoured in *Cape Town*, is that these swarthy Spanish speaking people originate from a shipwreck near the Cape coast but this is fanciful legend. The newspaper clipping explains, "*Barques carrying sugar from the East to America came ploughing their way through the perilous Roaring Forties in the teeth of fierce Atlantic gales and often sought shelter and provisions at Cape Town or Simon's Town. Among their crews were men from the Philippine islands.*" It seems *Florez* entices them away from their ships with promises of a good life at *Kalk Bay* where it teems with fish, as indeed it does even today. Many of these early settlers are more Spanish than Filipino in appearance.

More than anything, it's the revolt of the Philippine Islanders against Spain in 1872 that gives impetus for a mass movement to *Cape Town* yet conditions there are none too pleasant, life is hard under the racist rule and difficult but the refugees find sanctuary and plenty of fish at *Kalk Bay* where they are able to live comfortably off the sea.

Felix seems to have been a memorable character. His father was Spanish and mother Filipino. He sets up a supply shop at *Kalk Bay* and sells fishing tackle and nets to the new migrants, as head of the community *Felix* maintains old Philippine traditions. While poor, these fisher-folk continue to contribute to the needy in Manila. A number of the migrants die in a tragic smallpox epidemic in 1882 but the survivors keep Spanish/Philippine traditions alive, something still seen on the waterfront to this day. In those early rugged days, to sell fish and buy supplies, the community has to sail around the bay to *Simon's Town* in their fishing boats and every Sunday they attend church there. The overland track is often impassable with numerous areas of quicksand.



Kalk Bay teemed with fish and Filipino's lived well off the sea



Father Duignam

Things improve for the stalwart Filipinos in 1874 when *Father Duignam*, an Irishman, is sent to *Kalk Bay* to be their priest. *Father Duignam* speaks Spanish and this alleviates language problems the community experiences. *Father Duignam* is however of the old fashioned stock and a strict disciplinarian carrying a 'sjambok' (shām-bōk', -būk') or litupa) a heavy leather whip traditionally made from hippopotamus or rhinoceros hide. The priest nicknamed the whip "Nagslang" and he used it to insist on 100% punctual attendances at mass and to jolly people along if they weren't walking fast enough to church. In spite of this, he was much loved by the Filipinos. He had initially been sent to pastor them for just six months but his devotion to the community and them to him, results in a service of fifty years until retirement in 1925 when he presents the *sjambok* to the *Florez* family to continue his 'good' work. It's a much treasured artefact in the family possession today. *Father Duignam* was never satisfied with the small chapel in *Kalk Bay*, so he raises money to purchase "3 morgen" (2.5 hectares) of land alongside *Kalk Bay* and build the church and convent of *St James* on it, named in honour of *James of Compostela*, Spain's patron saint.

The original church no longer exists, but lends its name to the present-day village of *St James*, that is adjacent to *Kalk Bay*. *CSS Alabama* and *CSS Tuscaloosa* leave behind in their wake an eternal reminder of their presence in the hearts and minds of this enduring and proud community, still thriving after 150 years; something the Confederacy hoped to achieve but never could in its own homeland.

Sources:

- <http://meganabigail.blogspot.com.au/2010/04/spaniards-fishing-and-kalk-bay.html>
- <http://www.fishfamily.co.uk/p/early.html>
- http://members.home.nl/madams/Felix_Florez.html
- <http://gosouthonline.co.za/the-far-south-where-oceans-meet/>
- <http://gosouthonline.co.za/muizenberg-the-golden-years/>

Alabama Timeline

March 20, 1864: Alabama arrives at Cape Town where Semmes learns British authorities have seized the *CSS Tuscaloosa*.

March 25, 1864: *CSS Alabama* leaves Cape Town for the last time. Having re-crossed the Indian Ocean, *Alabama's* departure causes a sensation in Cape Town but she finds little in the way of Union shipping, making the final two captures **April 23, 1864:** In the South Atlantic, the vessel *Rockingham* is captured and destroyed. **April 27** the vessel *Tycoon* is captured and destroyed. The *Alabama* is now in very bad shape, barnacles and weed encrust the keel and slow the raider down considerably, *Semmes* decides to find a friendly port to make repairs. Though additional ships are sighted, the raider's fouled bottom and aging machinery allow potential prey to out-run the once-swift *Alabama*. Reaching *Cherbourg* on **June 11**, *Semmes* enters the harbour. This proves to be a poor choice as the only dry docks in the city belong to the French Navy whereas *La Havre* possesses privately-owned facilities. When requesting use of the dry docks, *Semmes* is informed that it requires the permission of *Emperor Napoleon III* who is on vacation. The situation is made worse by the Union ambassador in Paris immediately alerting all Union naval vessels in Europe about the *Alabama's* location. Her fate is sealed. To discover what *CSS Alabama* was like in her prime we need look no further than her Captain. She was a beautiful, graceful looking ship and *Semmes* writes almost lovingly of her, "Her model was of the most perfect symmetry and she sat upon the water with the lightness and grace of a swan.... Her sticks were of the best yellow pine that would bend in a gale like a willow wand without breaking, and her rigging was of the best Swedish iron wire. The scantling of the vessel was light compared with vessels of her class in the Federal Navy but this scarcely a disadvantage, as she was designed as a scourge of the enemy's commerce rather than for battle.... She was a perfect steamer and a perfect sailing-ship at the same time, neither of her two modes of locomotion being at all dependent upon the other... the *Sumter*, (*Semmes* former ship) when her fuel was exhausted, was little better than a log in the water..."

Research and writer Robert Taylor. Hon. Vice President 290 Foundation. Written for The Bugle International-ACWRTQ issue 48-March/April 2014.





290 Foundation (BVI) Inc.

Recording the Naval History of the American Civil War

2 Thompson Drive
Middleton on the Wolds
East Yorkshire
United Kingdom YO25 9TX

Date as postmarked

Dear 290 Member,

It gives me great pleasure to appraise you on our intended 'Final Salute' event which will consist of a brief commemoration service followed by an awards dinner, both to be held in Liverpool, on 6th November 2015. This brief introduction comes after many months planning to ensure what takes place is not only fitting, but respectful of the wishes of many of our members. Numbers for the 'Final Salute' awards dinner will unfortunately be limited and the final guest list will be confirmed at a later stage. However, our morning commemoration service will be open to everyone who wishes to attend and this element too will be followed by an informal, social gathering.

The surrender of the CSS Shenandoah drew the conflict at sea and indeed the war between the North and South to its final conclusion on November 6th 1865 and it falls to us to record that event and in doing so, remember the sacrifice made by many of the two thousand plus British seamen who sailed the oceans for both sides during the American Civil War.

The 290 Foundation's 'Final Salute' will provide a focal point for future visitors to the area and record the important role many in the Liverpool and Merseyside area played throughout the conflict that tore America apart.

290's officers are aware a separate event is planned to mark the return of the CSS Shenandoah and several of our members and friends may already be 'signed-up' for that. We take this opportunity to wish them well and all success in the 'spectacular' we understand is being planned. These two events however are not connected in any way and by the aforementioned, careful planning, we have ensured our 'Final Salute' will not conflict with, or in any way be detrimental to that function.

Further details of the 'Final Salute' event will be published in due course

Yours faithfully,

Ian Dewar

Ian Dewar
President, 290 Foundation (BVI) Inc.

tel. +44(0)1377 217442 ~ 290admin@onetel.com ~ mob. +44(0)7977 349599

The 290 Foundation, BVI Inc. Registration Number: 393771

CSS ALABAMA'S EXECUTIVE OFFICER TO BE HONORED JUNE 19th

Dear Camp members and friends,

On June 19, 2014 our associated British brothers from the 290 Foundation, along with the GA Civil War Commission and the Compatriots John McIntosh Kell SCV Camp 107, will be co-sponsoring the dedication of a marker at John McIntosh Kell's grave in Griffin, GA.

Lt. CiC Charles Kelly Barrow and Cassie Barrow, will lay flowers at the grave in Oak Hill Cemetery, honouring the career and achievements of this often, unsung hero of the war at sea. Cassie Barrow will also read from Kell's memoirs, poignant extracts pertaining to the final moments of the CSS Alabama, to enable those present to share the emotions and thoughts John experienced on that ill-fated day!

There is an open-invitation for anyone to attend and we encourage SCV and 290 members to be present.

About John McIntosh Kell

Commander John McIntosh Kell was a renown and much respected, naval officer. Kell was born in McIntosh County in 1823. The son of John and Margery Spalding Baillie Kell of Darien. He spent his childhood at Laurel Grove Plantation and with his great uncle Thomas Spalding, whose family owned a large part of Sapelo Island. He loved the sea and from a very young age, wanted nothing more than to be an officer in the Navy.

Kell entered the U.S. Navy in September 1841 as a Midshipman. Over the next two decades he served in several ships, was active in California during the war with Mexico and participated in Commodore Matthew C. Perry's expedition to Japan. 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 briefly commanded the Georgia state gunboat Savannah; but received a Confederate States Navy commission as First Lieutenant the following month and was sent to New Orleans. There he assisted Commander Raphael Semmes in fitting-out the cruiser CSS Sumter and served as Semmes' Executive Officer during the Sumter's commerce raiding voyages during 1861-62.

First Lieutenant Kell was Semmes' Executive Officer on CSS Alabama throughout her career. Kell's duties oversaw the day-to-day operation of the ship, running the Alabama at the direction of his commander. His later published recollections, offer a fascinating glimpse into the activities of the Confederate Navy and in particular, the day-to-day operations of the cruisers Sumter and Alabama. He was present during the Alabama's final encounter, when she was eventually sunk by USS Kearsarge in June 1864. Kell was rescued by the British yacht Dearhound and taken to England. Promoted to the rank of Commander that month, Kell commanded the ironclad CSS Richmond in the James River Squadron in 1865. After the end of the Civil War, Kell returned to Georgia and became a farmer. In later years, he served as Adjutant General of Georgia. John McIntosh Kell died in 1900 and is buried in Oak Hill Cemetery, Griffin, Ga.



THE PREACHER'S CORNER

Here is a short explanation on consolation of poverty and an instruction concerning usury.

"Be not solicitous for your life." (Matt. 6:25)

"You cannot serve God and Mammon". (Matt. 6:24)

If you were born in poverty, accidentally, or through your own fault have become poor, be consoled, because God has sent you this poverty for your own good; for good things and evil, life and death, poverty and riches are, from God. (Eccles. 11:14.).

Therefore, receive it from the hand of God without impatience or murmuring, as a means by which He wishes to keep you from forgetting Him, which would, perhaps, happen if He were to bless you with temporal prosperity. Riches are a source of destruction for many.

If you have brought poverty upon yourself by a licentious and sinful life, receive it in a spirit of penance as a just and salutary chastisement, and thank God that He gives you an opportunity to do penance for your sins. But if you have become poor through no fault of your own, be consoled by the example of the saints, of whom St. Paul says: *"they bear the unjust taking away of their goods with joy, because they know that a better and an unchangeable treasure is in store for them in heaven."* (Heb. 10:34) But you should particularly take courage from the example of Christ who, being rich, became poor for us, (II Cor. 8:9) and had not a place whereon to lay His head. (Matt. 8:20)

In your distress say with Job: The Lord gave and the Lord hath taken away: as it pleased the Lord, so it is done: blessed be the name of the Lord. Naked came I out of my mother's womb, and naked shall I return thither. (Job. 1:21) Fear not my son, says Tobias, we lead indeed a poor life, but we shall have many good things if we fear God, and depart from all sins, and do that which is good. (Tob. 4:23) To serve God and to be content with few things always brings rich reward, if not in this, at least in the next life. Therefore Christ promised the kingdom of heaven to the poor in spirit, that is, not only to the humble, but also to the poor who imitate Christ in all patience and resignation. Follow, therefore, the poor Jesus, follow His poor mother, by imitating their example, and you will possess the kingdom of heaven.

Usury is to demand more than legal interest from our neighbor, to whom we have lent something, or who is otherwise indebted to us. Those are also commonly called usurers, who, in times of want, hoard up necessary food, such as grain, flour, etc., and only sell it at an exorbitant price; or who buy up all such articles to sell them to the needy for enormous prices. This is a grievous sin, and usurers are threatened with eternal death, for Christ expressly prohibits lending with usury. (Luke 6:34, 35)

Usurers are the real leeches of the poor, whom they rob of their sweat and blood, and since they transgress the natural law, but still more the divine, which commands us to love our neighbor, and be merciful to the needy; they will surely not possess the kingdom of heaven. Would to God, the hard-hearted sinner might consider this, and take to heart the words of Christ: What doth it profit a man, if he gain the whole world, and suffer the loss of his own soul (Matt. 16:26)

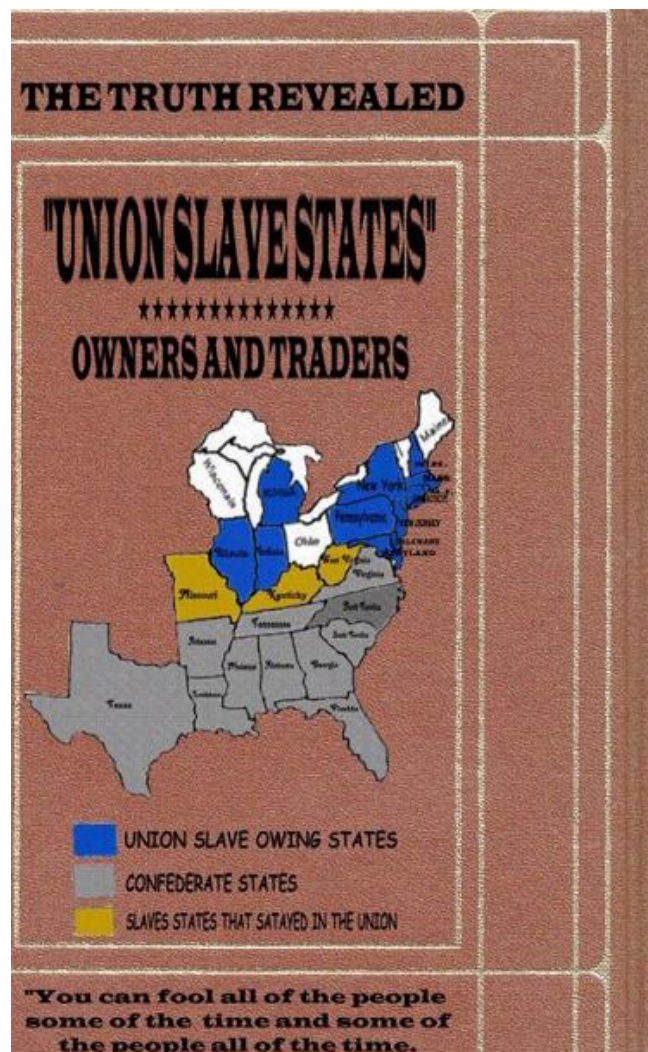


INTERESTING READING



James Gray, William Kenyon Australian Confederates Camp 2160 (Australia/New Zealand) has started turning all his books into pdf files so they can be used by the public. What a great idea to expand knowledge!

Attached is one you might find interesting; *"Union Slave States, Owners and Traders."* It is all documented from reliable, professional sources, like the National Archives.



The book is copyrighted under international law, so read it, use it for Camp meetings, etc., but no portion of this work may be copied, reprinted or published in any form for commercial gain without specific prior written approval of the autor. Write for your free copy at jamesmgray@bigpond.com.



Intelligence

Service Europe

Bi-monthly electronic newsletter.

E-mail: partisanranger@swissmail.com

Website: www.scveuropecamp.jimdo.com

Editor: Raphael Waldburg Zeil



Editor: Raphael Waldburg Zeil

Submissions must be in Microsoft Word or text file and e-mailed to partisanranger@swissmail.com

© 2014 All rights reserved. Publication herein does not necessarily imply agreement. Permission to reprint is granted on the condition that such reprints give full credit to SCV Europe Camp #1612, supply our address and telephone number, and prominently display the author's name.

