



# The Tyrants' Foe

## Newsletter of the Texas Rifles



Volume XXIX, Number 1

March 18, 2012



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### The Captain's Dispatch



Greetings,

What I have to say will not be eloquent but I feel it needs to be said. For the 1<sup>st</sup> time since becoming a recruit and then a member of the Texas Rifles, I was embarrassed for myself and for the group as a whole. I'm referring to the Red River Battalion muster held in February. Only Dusty, Tommy and I attended the muster on Saturday and only Tommy was there on Sunday. Every other RRB company had at least a small group present at the drill. To show ourselves as a company in line, Dusty and Tommy held a rope between them (embarrassing to say the least).

As a group, we seem to have developed the general attitude that we are above drilling or putting forth effort for our military impression or for the company. I agree that this is a hobby and we do it because it is fun and it is great to spend time with our pards, but not too long ago we could take pride in being one of the best drilled and military bearing companies in the region. We can either consider that time passed, or take this as the call to arms that I mean it to be.

I blame myself for much of the down turn as the attitudes of the membership come down from the top and I've been in a leadership position for the last 5 years. During that time, I have watched as attendance, attention to detail and drill quality have all decreased. I've let it slide too long because I don't like making waves. That ends now. I know it has been harped on before, but we need to make more of an effort to attend the max effort events to support the

company and our pardons and we need to work harder while we are at the events. We also need to get back into the habit of contacting people outside of email, which is too impersonal and ineffective. I'm going to start calling those that don't respond in a timely manner to yahoo postings to encourage attendance at events or rolls and I would like everyone to do the same. Let those we haven't been seeing know they are missed from the field and we would like to see them back.

We have done a good job loading ammunition for the upcoming Shiloh event, but maybe we need to reinstate drilling (manual of arms, skirmish drill, etc.) with the cartridge rolls. It wouldn't take much time or gear (musket and accoutrements), but would help us brush up on the basics, which we need.

The cartridge rolls are great fun as are the other occasional activities we have done (live fires, movies, sporting events, etc.). I would like to see us do more things as a group. I think this is especially important during the dreary summer months. Let's get together because it is fun. It's always a highlight for me to do something with the TR membership. We are a family interested in history and interesting to interact with. Let's support the family to insure growth and continuity!

Next up is Shiloh. We have 17 registered for the event, but a few have already backed out due to other commitments. Let's have a good turn-out for what should be a great event. I'm looking forward to the event and to the van ride which was a highlight of the Wilson's creek event.

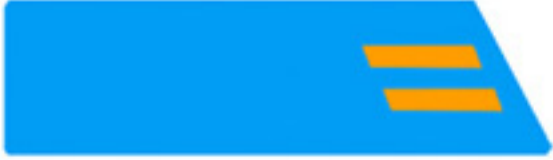
After Shiloh, we have Pioneer Farms in April and Port Jefferson in May, then the summer doldrums (which will give us plenty of time for other mentioned activities). The fall should be fun with Raymond/Vicksburg in October along with TMD and then Liendo in November. At least Vicksburg will be cooler than the last time we were there during the summer.

I know I'm not much of a cheer leader, but let's get pumped up about the Texas Rifles and reenacting. The sesquicentennial won't come again.

Your Servant,  
Don L. Tucker  
Captain, Texas Rifles



# Lieutenant's Inkwell



## The Staff

During the American Revolution, Nathaniel Greene remarked that one of the problems of the army was that it had better soldiers than it did officers. This observation was certainly true up to the Mexican War, which for the first time in the history of the army, was able to provide the volunteer with enough men who knew their business about training men to fight as an army. But the conflict of 1861 to 1861 overwhelmed this cadre of experienced professionals and exposed the main weakness of the US Army of the 19<sup>th</sup> Century – the staff.

Military staffs started in the early 18<sup>th</sup> Century as assistants to commanders, as military forces had grown too large for one man to lead, arm, organize, supply, and move. In most of Europe, regiments were “owned” by the colonel, and it was essentially his responsibility to clothe, arm, and feed the men, money being allotted from the head of state to the colonel for these purposes, pay, and operation of the regiment. Anything left over, belonged to the colonel. This tended not to provide the king with the best equipped force he might have.

The advent of Napoleon and the resulting wars, saw conflict on a scale that made the previously known methods of controlling armies, and their equipping and supply obsolete. Departments were created as part of the central government to arm, clothe and supply military forces with food and ammunition.

To discuss the staff of the army in the 19<sup>th</sup> Century sense is to discuss two types of staff – the commander’s staff, which operated to assist the commander operate his command, and the Staff departments, which were tasked with obtaining material for the army as a whole.

The oldest staff department in the US Army is the Adjutant General. This office dates from the time of the Revolution, and is the department that managed the strength of the army, the list of officers, their ranks, and made recommendations to the Secretary of War for the President, in regards to officer promotions and assignments.

Next is the Quartermaster General, this department also dating from the time of the Revolution, made purchases of food, and delivered the rations to the tactical units of the army, and was also responsible for the procurement of clothing for the army.

The Inspector General (von Steuben being the first in the Army) department initially was concerned with training the Army, but the role evolved into an independent role of ensuring adherence to regulations, rules, and orders.

As the titles indicate, these staff officers held the rank of Brigadier General, and were typically appointed from regimental commanders, as in peacetime, the army had few generals other than the "General in Chief", who commanded the Army, and had departmental commanders (who typically were responsible for the regiments stationed in their departments).

Other special staff included the Chief of Ordnance, The Chief of Artillery, the Chief of Engineers, the Chief of Signals, and the Chief of Chaplains. These officers held rank commensurate with the size of the bureau they commanded, usually a colonel was Chief of Engineers, and typically, majors headed the other bureaus. The Chief of Engineers was head of the Corps of Engineers, which often functioned separately from the rest of the Army. Typically, cadets at the Military Academy sought service with the Corps of Engineers, as the Corps participated in several projects that were useful civil engineering works, and provided valuable experience that led to careers outside of the Army. By 1861, additional departments of subsistence, medical, and pay had been established, with their respective heads.

Of interest to us as historians, is the role these departments play in obtaining what the soldier needs, and how it got from depot to soldier, and here we will pick up the story of the staff at the tactical unit level. What we will find curious is that none of these staff officers and departments mentioned above, report to the General in Chief of the Army. Each of these staff officers and their departments, report to the Secretary of War. It was through this power as Secretary of War, that the men such as John C. Calhoun, and Jefferson Davis reformed and modernized the Army. For, example, Davis had the Adjutant General transfer Robert Lee from the Engineers, to be Lt. Col. Of the 2<sup>nd</sup> Cavalry when the regiment was formed in 1855. Davis supervised most of the officer assignments to this regiment, which was informally known in the Army as "Jeff Davis' own" regiment.

Army support ran via the Army Departments. When the commander of the 2<sup>nd</sup> Cavalry, stationed in Texas, needed rations, fodder, clothing, ammunition, or weapons, a request was made from the regimental commander to the department commander. Upon approval of the department commander, the request went to the appropriate depot or department to be filled, the Quartermaster Department providing the transportation of material to the regiment.

Here we pick up the story of the tactical units and their staffs. We are somewhat familiar with the staff to be found at the regimental level – the staff consisting of the adjutant who is responsible for the administrative matters of the regiment, the quartermaster and surgeon as the other staff officers, and a sergeant major and quartermaster sergeant.

This basic staff should be replicated for brigade and higher units with these exceptions; There is no sergeant major, and generals are authorized a number of aides de camp, ranging from one aide (1<sup>st</sup> Lieut.) for a Brigadier General to two aides (Capt. and Lieut.) for a major General to four aides for a Lt. General (highest ranking aide a Maj.)

Not until the level of an independent command is reached does the staff have an Engineer, Topo Engr., Paymaster, Ordnance, and all of the other representatives of the various army departments. These officers are the respective interfaces with the department, the Army department as an administrative entity, and the army in the field. There is also a Chief of Staff to be the focal point for staff activity, so the commander does not have to have every officer of the staff report to him directly.

The size of the armies and the scale of our war from 1861 to 1865 showed the weakness in this organizational scheme. Even in peacetime, there was tension between departments – the Ordnance department won responsibility for the design, procurement, and issue of accoutrements from the Quartermaster

Department, which had considered itself responsible for the provision of all issued government property to the soldier. The vast quantities of supplies required, overwhelmed the ability of Quartermasters to transport it to the armies, thus the armies became tied to railroads, as the only means of transport that could support modern war. Commanders were plagued with inadequate maps. The medical department was overwhelmed with care for the wounded and the Quartermaster needed to bury the dead.

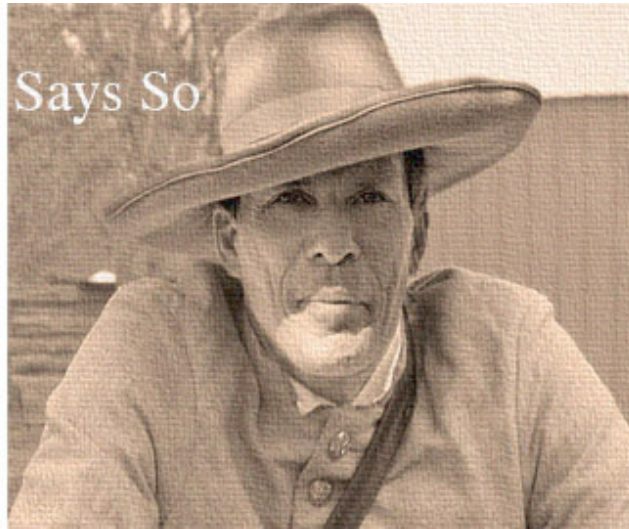
The war showed the army had a glaring hole in its ability to organize and that the staff officers needed did not have the required experience or a body of literature from which to draw from to help learn their jobs. What there was, came from France and was left over from the Napoleonic Wars, in which Napoleon found it necessary to create a Staff Corps to assist commanders in operating the size of units that France was able to create. The Staff Corps trained selected officers in the administration and operation of larger military units, and then assigned these officers to brigades, divisions and Corps d' Armee. In the French System, there were four staff bureaus, 1 General Correspondence (orders) 2 Administration (relationship with the Army Departments) 3 Secret Intelligence, Police, Provost Civil Authorities 4 Historical, Statistical, and Topographic.

Meanwhile, the Germans were developing their own General Staff system to allow the more efficient operation of their military forces. And a test run was performed in the Schleswig – Holstein crisis of the 1860s, using the lessons learned from our war. By using the railroad for rapid movement of troops and supplies, and a staff system to be used by every unit larger than a company, in which the staff sections are numbered with the following responsibilities S-1 Personnel, S-2 Intelligence and Security, S-3 Operations, Plans, and Training, S-4 Logistics.

Those with military experience will note, that after the Franco – Prussian War 1870 to 1871, the US then went to the German model operationally, but not until 1903, after the Spanish American War, was the Army Staff in Washington, organized on the German Model, with the departments being under command of the Army Chief of Staff.



# Because the Sergeant Says So



Soldiers throughout history have loved to complain. They have complained about the food, the weather, the price of everything and almost everything else you can think of. One of their favorite subjects has always been the ability or lack of ability of their leaders. With so much being made of the fist person for Shiloh I thought it might be nice to give you a little "firepower" for your complaining. I have listed first the Rebel chain of command and lastly the Republic Ranks. I have also included the staff "weinies", that so many of us have recently enjoyed talking about. It basically goes from the department heads down to the brigade commanders.

Army of the Mississippi  
Gen. Albert Sidney Johnson  
Gen. P.G.T. Beauregard

Second Army Corps  
Maj. Gen. Braxton Bragg  
Escort Company Alabama Cavalry Capt. Robert W. Smith

Second Brigade  
Brig. Gen. Patton Anderson

9th Texas Col. Wright A. Stanley  
The other units within the brigade were 1st Florida battalion, 17th Louisiana, 20th Louisiana, Confederate Guards Response Battalion and Washington Artillery, 5th Company

## The Republic Army

Department of Mississippi Commanding and Staff Officers  
Maj Gen H.W. Hallack, Commanding  
Brig Gen. Geo. W. Cullum, Chief of Staff  
Capt N.H. McLean A.A.G.  
Capt J.C. Kelton, A.A.G  
Capt P.M. Preston, A.A.G  
Engineers  
Col Richard D. Cutts, Aide-de-camp  
Capt C.B. Throckmorton, Aide-de-camp  
Lt J.T. Price, Aide-de-camp  
Subsistence

Brig Gen Scott Ketchum, Inspector General  
Brig Gen A.J. Smith Chief of Cavalry  
Col J.V.D. DuBois, Chief of Artillery  
Col George Thom, Chief of Engineers  
Lt Col J.B. McPherson, Ass't Chief of  
  
Col J.C. McKibbin,, Judge-Advocate  
Maj Robert Allen, Chief Quartermaster  
Maj T.J. Haines, Chief of Commissary of

Lt D.C. Wagner, Aide-de-camp  
Lt A. Backer, Aide-de-camp

Surg J.J.B. Wright, Medical Director

Army Of The Tennessee  
Maj Gen U.S. Grant, Commanding  
Col J.D. Webster, Chief of Staff  
Capt J.A. Rawlins, A.A.G  
Capt W.S. Hillyer, Aide-de-camp  
Subsistence  
Capt W.R. Rowley, Aide-de-camp  
Capt C.B. Lagow, Aide-de-camp

Lt Col J.B. McPherson, Chief of Engineers  
Lt W.L.B. Jenny, Ass't Chief of Engineers  
Lt Wm Kossak Ass't Chief of Engineers  
Capt J.P. Hawkins, Chief Commissary of

Surg. Henry S. Hewitt, Medical Director  
Col G.G. Pride, volunteer aid.

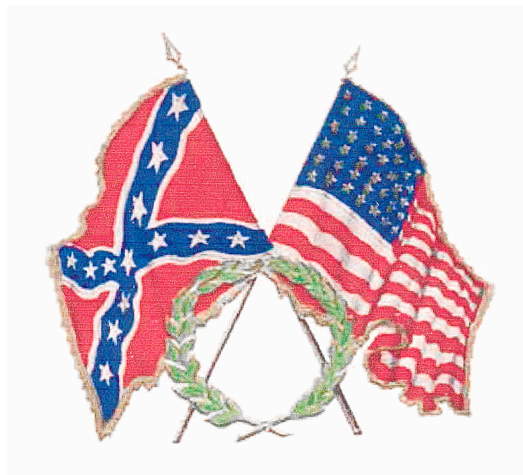
First Division  
Maj Gen John A. McClernand, Commanding  
Maj Adolph Schwartz, Chief of Artillery  
Maj M. Brayman, Acting A.A.G  
Capt Warren Stewart, Aide-de-camp  
Lt Henry C. Freeman, Aide-de-camp

Lt Jos. E. Hitt, Aide-de-camp  
Lt A.B. Hall, Aide-de-camp  
Lt S.R. Tresilian, ass't engineer  
Lt Erastus S. Jones, Ordnance Officer

First Brigade  
Col Abraham M.Hare Commanding  
Lt Cornelius Cadle Jr, Acting A.A.G

Lt Samuel Caldwell, volunteer aid.

This should give you a historical perspective to just about complain about every facet of your Army life, and give a rank and name to go along with it.





## THE INNOVATIVE CONFEDERATE NAVY

By John M. Keahey

The Confederate States of America was and is renowned for the heroic quality of its soldiers. Names such as Lee, Jackson and Forrest are recognized internationally as some of the greatest military leaders of all time. Not only the leaders are famous, but also the fighting quality of the men they led. The Confederate soldier remains admired even by his foes. The sacrifices made on the battlefields by the average Southern soldier and his combative spirit has inspired generations of Americans. Even the most ardent Yankee or politically correct snob will admit that the Southern bravery on the battlefield was impressive.

The Confederate Navy rarely shares in the mystique of the almost won Lost Cause. Can you name a Southern admiral? A Southern commodore, captain or even a lowly lieutenant? Few people can and that is a shame. The Confederate Navy struggled against even greater odds than did Southern Armies. It was a story of adversity and perpetual struggle of the Southern David armed with a slingshot against dozens of Northern armored Goliaths carrying really big spears. An infantry soldier can be armed and trained at relatively low expense and in a few weeks. The trained and armed Southern soldier could then confront his Northern foe on equal terms qualitatively if not quantitatively. Warships are more expensive and need time, materials, dedicated building sites and special skills to create. Once created the warship needs a trained crew who know how to fight and maintain the ship. Most Southern "warships" were unaltered merchant ships to which a few guns had been added. They stood little chance against a real warship such as a Federal 40 gun frigate or even a nine gun sloop-of-war. Fifty ironclads (armored) ships were planned or started by the Confederate Navy. Few Southern ironclads were completed and even fewer got into a battle. Those few, as the saying goes, enjoyed short but exciting lives.

The Confederate Navy was never able to seriously challenge the United States Navy for control of the Southern rivers, coastline or on the high seas. The Federal Navy started the war with 90 ships, and over the course of the war reached peak strength at 691 ships and 60,000 sailors: 60 of those ships were monitors or other armored ships. The Secretary of the Navy (US), Gideon Welles, would have enjoyed a much more pleasant war if the Secretary of the Navy (CS), Stephen R. Mallory, had played fair and tried to fight the war in a conventional manner; wooden ship to wooden ship. The Northern fleet was ready for that kind of war at the beginning and would have won it easily. But Mallory understood that building a conventional wooden navy were a no win scenario for the South. He wanted innovation to beat the superior numbers and quality of the Northern fleet. He forced innovation onto both sides and in doing so,



changed the nature of sea warfare for the next 80 years. Mallory and his Confederate Navy ended in two days the kind of sea warfare practiced by Drake, John Paul Jones, Rodney and Nelson. They began the age of warfare practiced by Farragut, Dewey, Jellico, and Halsey.

For an agrarian, traditional, class stratified society such as the South to accept innovation and then out-innovate the industrialized North with very limited means is an amazing achievement. It was a classically American thing to try. As a result of innovation, and by displaying the same combative spirit as their fellow Confederates on land, a mere six (6) Confederate ships influenced not only US history, but world history; they were the Confederate State Ships (C.S.S.) Teaser, Hunley, Virginia, Florida, Alabama and the Shenandoah. Here is how they did it.

The C.S.S. Teaser had been a steam powered wooden tug boat named York River in the pre-war years operating around Baltimore. She was unremarkable in design and function. With the start of the war she was acquired by the Confederate Navy and two guns (cannons) were added to make her a warship; no crew protection, no armor, no ram bow. We know what she looked like because she was later captured by the Federals, taken into their navy and photographs were taken at that time. What made this unremarkable ship remarkable is what the Confederate Navy had her doing prior to her capture. They assigned her to plant and maintain torpedoes (mines in our terminology) in the James River, making her the world's first mine tender. They also assigned the Teaser to transport, launch from her deck and recover a Southern manned aerial reconnaissance balloon. In modern terms, the C.S.S. Teaser became the world's first aircraft carrier! She was captured by Federal warships after a shot burst her boiler and the crew abandoned ship in order to escape capture. When captured she had on board a Southern balloon. The U.S.S. Teaser was de-commissioned and sold out of the US Navy in 1865 and returned to both her pre-war job and name. She was scrapped in 1878.

The C.S.S. Hunley needs little introduction to anyone familiar with the American Civil War. She was a human powered submarine designed to attack enemy ships with a spar torpedo; basically a copper barrel loaded with 160 pounds of black powder on the end of a long pole (spar). She was a true submarine that could dive beneath the surface and had a snorkel device to provide air to the crew when submerged. She was not the world's first submarine, but she was the first submarine in the world to actually sink an enemy ship. The Hunley herself sank three times. The first sinking drowned half of her crew. The second sinking suffocated them all including her inventor Horace Hunley. The Hunley went down the final time shortly after successfully sinking the U.S.S. Housatonic; no one knows why. The next submarine to sink a ship (and survive as an added thrill) was the German U-21 in 1914. Found in 1995, the Hunley has been raised and is being prepared for exhibition in Charleston, South Carolina.

The Confederacy, for all of its innovation and striving attained only one brief moment of naval supremacy against the North; it lasted less than a day. The C.S.S. Virginia was an ironclad warship which had started life in 1856 as the newly launched pride of the United States Navy, the U.S.S. Merrimack. The Merrimack was a beautiful three masted sailing ship with a steam engine and a propeller, rather than a paddle wheel. She was armed with a modern battery of forty large caliber guns firing exploding shells. This made her the most powerful ship in the fleet. During her short service life she developed engine problems and was anchored at the naval shipyard near Norfolk, Virginia awaiting repairs when the war broke out. As she could not be moved north with the tiny crew available she was both set on fire and scuttled (intentionally sunk) by the retreating Federals. Big mistake! Because she sunk before she totally burned, her lower hull, lower deck, engine and propeller remained intact. Newly installed Secretary of the Navy Mallory plus some newly installed CS Navy officers recognized her potential and re-built her into the pride of the Confederate States Navy, the C.S.S. Virginia. She was no longer a lovely thing and resembled a floating barn roof. She was too long, too deep in the water, too slow (4 miles per hour), had the same engines (which were in poor repair and had not been improved by months under brackish water), and took half an hour to turn around. It was a ship only its mother or an engineer could love, but she now had four inches of iron armor, a ram bow and ten heavy guns. She destroyed two powerful wooden warships of the Federal blockade in Hampton Roads in Chesapeake Bay, the U.S.S. Congress and Cumberland, and drove a third Northern frigate, the Minnesota, aground on March 7, 1862. She had to retreat to deeper water with the turning of the tide. The Federal control of Chesapeake Bay was broken and any remaining Federal ships in Hampton Roads could have been destroyed at leisure, possibly followed by a cruise up the Potomac River to Washington, D.C. to shell the capital city of the United States. The C.S.S. Virginia ruled the waves of the

Chesapeake Bay for one tide interval, 13 hours; when she returned with the high tide to finish her destruction of the Federal squadron the U.S.S. Monitor was waiting for her. The Federals had recognized the threat posed by the Virginia and built the Monitor from an existing design in 100 days. The Confederates were rarely able to battle the Federal fleet again on anything approaching equal terms. They were constantly out-built, out-numbered and out-classed by superior Northern ships. As in the case of the Hunley, the Virginia was not the world's first armored ship, the ancient Greeks, Koreans, French, and British had them. But she and the Monitor were the first armored self propelled ships to get into combat.

Too deep in the water to move upriver after her epic battles, the Virginia was run aground and blown-up to prevent capture. This time the job of destruction was done right; her wreck was salvaged for scrap after the war and only a few pieces of the Merrimack/Virginia exist. The Monitor sank at sea; portions of her wreck have been recovered. In spite of the loss of these pioneering ships, wood and sails were out; the era of big guns, engines and armor had begun. Secretary Mallory had changed the world of naval warfare in two days, March 7 and 8, 1862. As one English newspaper editor summed it up after hearing the news about the Battle of Hampton Roads, "we **had** available for immediate purposes 149 first class war-ships, we now **have** two."

The South did strike at their stronger foe using the time honored method favored by inferior naval powers since the 1500's: commerce raiding. With the few Southern shipyards cut-off from salt water by Northern blockading ships, the best place to obtain superior ships was Britain. The British Government initially had much to gain and little to lose by supporting the South. The British upper class identified with its Southern counterparts. The British working classes wanted Southern cotton for the mills in which they worked, and the British business men wanted the profits from selling arms, ships and equipment to the South. An undertone in all this British opportunism resulting from an American Civil War was the British desire to take the American republic down a notch or two and damage a potential rival. Briefly put, it was payback time for the Trent Affair, American Revolution and War of 1812. Enfield muskets by the hundred thousand, British cannons, clothing and equipage found their way to the South.

In violation of Britain's own Neutrality Laws written to keep the country legally neutral in the American Civil War, three ships were built or purchased in Britain, armed on the open seas with British guns, manned with largely British sailors and sent merrily on their way to destroy Northern ships with everyone smiling except the United States authorities. The three ships were the C.S.S. Florida, C.S.S. Alabama, and the C.S.S. Shenandoah. All three ships were wooden hulled sailing ships with auxiliary steam engines. The C.S.S. Florida captured or caused to be captured 50 ships and was itself captured (illegally) by a Federal warship in Bahia, Brazil; a harbor of a neutral country. It was towed by the northerners back to Hampton Roads for adjudication under international law. The Florida "mysteriously" sunk at anchor before it could be returned to CS authorities as ordered by an international court. The remains of the C.S.S. Florida were recently found near Newport News, Virginia.

The C.S.S. Alabama was purposed built as a warship and had the most successful career of the Confederate commerce raiders sinking 60 Northern ships. She fought and sank a Federal warship, actually an armed ferry boat, offshore of Galveston, Texas. The Alabama was sunk in fair fight with a comparable Northern sloop-of-war offshore of Cherbourg, France in 1864. The captain of the Alabama, Raphael Semmes and some of his men was rescued by a British yacht which then turned around and sailed straight back to England to the surprise and chagrin of the victorious Yankee crew. Thus saved from captivity and a possible hanging as a "pirate", Semmes returned to the South and was promoted to admiral. He ended the war in command of the Confederate fleet defending Richmond. The wreck of the C.S.S. Alabama has been found near Cherbourg, France. The Alabama, Florida, Cumberland, Congress, Hunley and many other historic shipwrecks were located through the non-profit efforts of novelist Clive Cussler.

The last of the British built commerce raiders was the C.S.S. Shenandoah. The C.S.S. Shenandoah began life as a merchant ship named the Sea King. It was never intended to be a warship, but it was purchased by CS authorities because it was fast and had steam power. It left Liverpool, England and was armed and equipped with cannon at sea near the Madeira Islands in April 1864 by another British ship, the Laurel. The Shenandoah was specifically tasked by Confederate authorities to attack the Northern whaling fleet. Northern ships dominated the whaling and shipping trade. The voyages of the Florida and the Alabama had seriously damaged Northern shipping in the Atlantic.

Insurance rates went through the proverbial overhead. Seaports were crowded with Northern ships whose captains would not take them to sea. Many Northern owners sold their ships to owners of other nationalities to avoid loss by capture, particularly to British owners. Thus, merchant vessels engaged in the trans-Atlantic trade rapidly changed ownership due to Confederate commerce raiders. The oceans where Northern ships remained untouched by war were beyond the Atlantic and that is where the C.S.S. Shenandoah was sent. The Shenandoah literally circled the globe sinking Northern ships; it was the only Confederate ship to circumnavigate the world. She captured 38 northern ships. The ex Shenandoah wrecked on a reef after the war and was abandoned.

The Confederate commerce raiders drove shipping from an American dominated trade to a British one. The US did not recover merchant shipping supremacy until World War II. The Northern whaling industry in particular was rendered insignificant both by declining number of whales and by the Shenandoah. US Senator Charles Sumner called for billions in reparations from Britain to the United States for the losses mostly inflicted by these three British built, British manned and British armed commerce raiding ships. War between Britain and the United States was actually imminent in 1869 over the reparations issue. Neither country wanted a war. The United States was weary from the worse war in its history and Britain did not want a war with a combat hardened, technologically advanced and numerically huge United States Army and Navy.

Let me express that concept in a slightly different format: imagine yourself as a British general sent to fight against the United States in the Reparations War of 1869. Would you want to face an army led by such gentlemen as Lee, Johnston, Sheridan, Forrest and Sherman (well OK Sherman was not a gentleman, but you get the idea)? Fight a unified American Army composed of breech-loader equipped veteran former Confederate and Federal infantry, Federal trained and equipped artillery, and battle experienced cavalry carrying seven shot Spencer carbines? This dream team of 19<sup>th</sup> century soldier all-stars would politely wait for you to swim to shore because your transport ship had been sunk by a United States Navy Roanoke Class triple turreted monitor with 15 inch guns! How do you say, “We will take the reparations cash and western Canada, too!” politely in the language of diplomacy? Alternative history can be fascinating, however the real reparations case was arbitrated by an international court which condemned Britain and awarded the US \$15,000,000 in reparations. The case was known as the Alabama Claims and remains the basis for much international sea law today.

Thus six Confederate ships changed world history either through innovation, combat, forcing a large scale change in the ownership of merchant fleets, and changing maritime law. An aircraft carrier, a successful submarine attack, ironclad ships in combat and three game-changing commerce raiders; quite a record of achievement for a navy from an agricultural, traditional country which only existed for five years.

John M. Keahey, 10/18/2011



Meanwhile.....



...back in camp...



Photo by Jeff Cantrell

Chris practices his Maori warrior face in preparation for Shiloh. Compared to a real Maori warrior he does a very good job of it!





Photo by Jeff Cantrell

Misguided Phil Sozansky tries to explain the meaning of the word *computer* to a couple of 19<sup>th</sup> Century gentlemen. Phil kept referring to it as an apple to which Lee knew right off that he was dealing with a certified lunatic! Said Lee, 'Any fool knows what an apple looks like!' One can only wonder that all those years of book learning finally drove poor Phil off the deep end.

On another note, once again Bo Ramirez won this year's shooting competition. Way to go Bo! It truly is the Austin Shooting Competition Cup!



I forget who won in the other competitions...but then I'm getting old. However, continuing with the news, developing research has shown that we must remain diligent and committed to the Hobby! What follows is a horrible picture of what could be the fate of all of us if we don't!



So, keep the spirit of reenacting alive for many a year and for generations to come! If we don't, and the hobby dies I'm fearful there will be little left for us to do than to become Trappist Monks! Can you chant? I cannot! Keep the reenacting spirit alive! The alternative is too dreadful to contemplate! Remember, as long as you have a pint in your hand, change in your pocket, and are among good friends, you couldn't do better!

### The Crow



Photo by Hiram Davis

The deadline for submission of articles for the next Tyrants' Foe is  
June 17, 2012