



Barksdale's Mississippian's

"If thy sons in the coming times shall learn the lesson of the heroism their lives inspired and their deeds declared, then not one drop of blood was shed in vain."



Official Publication of the Gen. William Barksdale Camp 1220, Sons of Confederate Veterans, Columbus, Mississippi – Visit Our Website at <http://www.genbarksdale.org>

MISSISSIPPI DIVISION 2007 NEWSLETTER OF THE YEAR

MISSISSIPPI DIVISION 2007 OUTSTANDING CAMP OF THE YEAR

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Confederate Birthdays for June

General John Bell Hood - 1 June 1831 -
Owingsville, Ky.

Brig. General John Hunt Morgan - 1 June 1825 -
Huntsville, Ala.

Maj. General Daniel Smith Donelson - 23 June
1801 - Sumner Co., Tenn.



***Please come and join us at the
June meeting of the Barksdale
Camp
Thursday
26 June at 6:30 P.M. at Buffet
City on Hwy 45 in Columbus,
MS!***



FORREST BIRTHDAY CELEBRATION

**Sunday July 13, 2008
2:00 P.M.**



**Forrest Park
Midtown Memphis**

Guest Speaker for Forrest Birthday:

**Rev. Cecil Fayard
Chaplain-in-Chief**

Sons of Confederate Veterans

Bring you own lawn chair

The program will include:

Music

Confederate Flags galore

Re-enactors

Musket Salute

Wreath Laying

Hosted by:

**N.B. Forrest Camp 215, SCV
Memphis, Tenn.**



Beauvoir Could Help Spark Tourism Revival

Posted: June 3, 2008 02:09 PM CDT

BILOXI (WLOX) -- By rebuilding Beauvoir, the Sons of Confederate Veterans may have done more than just salvage a symbol of their past. They probably gave south Mississippi's tourism industry the shot in the arm it needed.



Bruce Schultz documented the occasion with his 19th century camera. As he focused its lens on Beauvoir's

rebirth, everything appeared upside down. But that was okay, because that's how images appeared in that sort of camera. The view gave Schultz a unique perspective of the Beauvoir celebration.

"I'm reminded immediately that you're peering through history," he said.

The old school photography technique was a lot like the Beauvoir property. In 2005, it was turned upside down by Katrina's ruthless punch. But out of the destructive winds and flood waters developed a picture of determination, and a spectacular monument to the past, and to the future.

"I think it just shows that when people are determined to persevere that things will endure," said Schultz.

Beauvoir's reopening brought hundreds of people back to the oak covered grounds along Highway 90 in Biloxi. The sight of so many visitors, from so many states, wearing so many different Civil War era costumes reminded new tourism director Richard Forester that better days were on the horizon.

"People want to know where we've been, where we've come from," explained Forester, "so yes, it means something."

Before muskets fired their first volley of post Katrina shots skyward, South Mississippi had basically counted on casinos to carry tourism through its hurricane mess. But when cannons echoed through Beauvoir's trees, a warning was sounded. The last home of Jefferson Davis was back. And its members were more than ready to lead the tourism industry to victory.

Mayor A.J. Holloway called Beauvoir's rebirth "a great day. Big, big, huge step in our recovery."

Beauvoir's director told WLOX News that before Katrina, the Jefferson Davis home was averaging between 60,000-80,000 visitors a year. He also said that this October, the Fall Muster would return to Beauvoir's grounds. The previous two years, Katrina damage forced the Civil War re-enactment to relocate to the Harrison County Fairgrounds.

By [Brad Kessie](#)



Tribute paid to soldiers buried in Old Greenwood Cemetery

http://gwcommonwealth.com/articles/2008/06/08/news/top_stories/news2.txt

<http://gwcommonwealth.com/>



Re-enactors from Company D, Confederate States Marines and Company G, 15th Mississippi Infantry perform a 21-gun salute Saturday at the Old Greenwood Cemetery, where a Confederate Memorial plot was dedicated. The cemetery is the last known resting place for 52 Confederate soldiers. (Photo by Bob Darden)

By Bob Darden
Staff Writer

Published: Saturday, June 7, 2008 11:16 PM CDT

A Confederate memorial plot was dedicated Saturday at the Old Greenwood Cemetery to honor 52 Civil War soldiers from Carroll and Leflore County who are buried there. The ceremony included a posting of the Confederate colors, a tolling of the bell as each of the 52 soldiers' names was called and a traditional 21-gun salute. We honor the service and sacrifice of these 52 Confederate soldiers that are buried here in Old Greenwood Cemetery, said James Taylor, chaplain of the Mississippi Division of the Sons of Confederate Veterans.

While most people remember the courage and sacrifice of Robert E. Lee, Stonewall Jackson and Nathan Bedford Forrest, Taylor said, it is important to remember the common soldiers who volunteered. One of the soldiers buried in the cemetery, H.C. Markham, was just 13 when he enlisted. Out of 52 soldiers buried in the cemetery, 41 were privates, Taylor said.

Dan McCaskill of Leland, camp commander with the Benjamin G. Humphreys Chapter 1625 of the Sons of Confederate Veterans, did all the research required for the markers, which the U.S. Veterans Administration furnished. Initially, only 19 of the graves had markers, he said. The new markers were put up by our camp. We put the first batch out in December and the last batch in February, he said.

McCaskill said while markers are being placed constantly across the state, Saturday's ceremony is the largest single ceremony in the chapter's recent history. Confederate re-enactors from Company D, Confederate States Marines and Company G of the 15th Mississippi Infantry participated in the ceremony. Refreshments were provided by the Ella Palmer Chapter No. 9, Order of the Confederate Rose and by the J.Z. George Chapter No. 222, of the United Daughters of the Confederacy. The Greenwood City Council unanimously approved the placement of the memorial markers back in 2006.

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Having just returned from spending a week in Georgia doing genealogy and just enjoying the sights your editor has decided to share one of his many interests in history...trains. In this issue is a story some of you may be familiar with and some may not, but it is a fascinating story of trains and history of the War in Georgia. The following story was taken from the website: http://ngeorgia.com/ang/The_General

The General



**Born December, 1855, Paterson, New Jersey
Current residence: Kennesaw, Georgia**

That The General captures the heart and soul of Civil War and railroad enthusiasts is a fact. The "why" is a little harder to explain. Early in the Civil War, spies rode this combined freight-passenger train into history in an event now popularized as "The Great Locomotive Chase." It was nearly destroyed as General John B. Hood burned the rail yard and some of the city before he left Atlanta, a scene vividly recreated in Gone With the Wind. For the next 135 years this locomotive would earn a place in the hearts of many Americans, train-lovers and Civil War veterans and buffs alike.

The General and her sister locomotive The Texas were born in December, 1855 and January 1856, respectively, in the city of Paterson, New Jersey. Although some aficionados dislike the word "sister" the term is frequently used to describe the two engines.

She made the journey to Georgia by ship from Philadelphia, then by rail to her home, the yard of the Western and Atlantic Railroad in Atlanta. The American 4-4-0 would run on the W&ARR throughout most of her life, occasionally straying outside the 138 miles of track belonging to the state-owned railroad between Chattanooga and Atlanta.

On April 12, 1862, 21 men stole The General from Big Shanty and ran her to Ringgold, Georgia, where she slowed to a stop some two miles north of the depot. The spies hastily disembarked and fled. Unable to move to a side track under her own power, the General got an assist from her "sister" The Texas, who pushed the engine to Greysville for wood and water, then pulled her to Ringgold for repair. After the capture of Andrews' Raiders in the forests of North Georgia, Tennessee and Alabama, The General hauled them back to Atlanta on May 2.



As the Atlanta Campaign progressed, The General had fewer miles it could travel. Finally, almost all of the W&ARR was under Union control. Serving workhorse duty between Atlanta and Macon, she pulled the last train out of Atlanta on September 1, 1864. It never made its destination, halting at Rough and Ready and returning because of heavy artillery fire.

By the time it returned, the evacuation of Atlanta by Hood's Army of Tennessee was nearly complete. General Hood had one last job for the locomotive. He ordered it, along with five other engines, run into the 81-car munitions train that could not be moved since all rail lines to Atlanta had been severed.

Although badly damaged from the resulting explosion and fire, The General survived and ran on the United States Military Railroad Service (USMRS), continuing her service to the Western and Atlantic after the USMRS returned the W&ARR equipment. During this time the practice of naming trains had been replaced by the practice of giving them numbers. The General was now No. 39. The numbers were assigned based on the age of the locomotives.

During the 1870's and 80's she continued her service, surviving new owners and a railroad crash in Kingston, finally moved into "accommodation service." Her job here was to pull excursions, frequently groups pertaining to the Civil War. Another popular group was the "car accountants," photographed with the aging locomotive at Allatoona Pass on a number of occasions.

On May 30, 1891, The General was pulled out of service for one last time. A new marker known as the "Ohio Monument" was to be dedicated to the seven raiders buried in Chattanooga National Cemetery. No longer did she run for the Western and Atlantic; the lease had been picked up by the Nashville, Chattanooga and St. Louis Railroad the year before. And it did not carry the familiar #39; she was now #3.

After her appearance at the dedication, the General retired to a siding in Vinings, where the old locomotive languished for a year when a photographer "discovered" the old lady and convinced the president of the NC&StL to refurbish her and send the locomotive to the Chicago Exposition. Starting in September, 1892, it was common for the newly outfitted General to visit reunions and dedications. In 1895 The Cotton States and International Exhibition counted The General as one of its visitors.

On May 16, 1901, the aging lady was put on permanent display at Union Depot in Chattanooga. Throughout the years, a number of films were made about her adventure including Railroad Raiders of '62, The General starring Buster Keaton (VHS, DVD), and The Great Locomotive Chase (VHS, DVD) starring Fess Parker. None of these is considered historically accurate and none of them used The General.



Invitations abounded for her to leave her berth at Union Station and venture around the country. In 1927 she helped celebrate the 100th anniversary of the railroad in America at a festival in Maryland. In 1939, she visited the New York World's Fair. It would be a big year for the locomotive. In December, "Gone With the Wind" (VHS, DVD) premiered and once again The General was in the spotlight. She had been offered a part in the film but the cost of moving the old lady west for filming was prohibitive.

For more than 60 years the General had been a centerpiece of the Union Depot in Chattanooga. In June, 1961, the Louisville and Nashville moved her under cover of darkness from Chattanooga to Nashville. It was not the first time or last that a city suffered "General-envy." Stone Mountain, Atlanta, Marietta, Chickamauga battlefield, and Paterson, N. J. had expressed various levels of interest in the locomotive or actually made an attempt to take her.

Nashville's theft of the engine, though, was well intentioned. The L&N rebuilt The General to exhibit her for the Civil War Centennial. On a cool February day in 1962 she came out of her stall and moved under her own power for the first time in more than 50 years. [During the Centennial she rode the rails for over 21,000 miles under her own steam, to the delight of thousands of people across the nation.] After returning to Louisville as the Centennial ended the debate arose as to who should have the General. The state of Georgia expressed an interest but 60 years in Union Station gave Chattanooga the rights to the locomotive. Or so they thought.

On a trip south, America's Scenic City seized The General in 1967. For three years a legal battle was waged over a locomotive and would be carried all the way to the Supreme Court, who refused to hear the case. It let stand a lower court ruling that the L&N Railroad owned The General and can dispose of it as they wished.

The state of Georgia had long desired The General, and had made it well known to the Louisville and Nashville Railroad. With the help of Gov. Jimmy Carter The General returned to the most appropriate place, in a cotton gin about a hundred yards from the site of the original theft of the engine, Kennesaw, Georgia. Since April 12, 1972, The General has spent her retirement in the perfect place, the Kennesaw Civil War Museum (formerly the Big Shanty Museum), protected from the elements not far from the start of America's most famous train story!

County: Cobb County

Current location of The General (locomotive)

Waypoint location: Latitude 34.0237, Longitude -84.6143

Directions to the General

From Atlanta Take I-75 13.5 miles north from the intersection with I-285. Take Exit 273 (Wade Green Road), turn left at the end of the ramp. Wade Green Road immediately becomes Cherokee Street. Follow this for 2.6 miles and turn left, into the Southern Museum of Railroad and Civil War History. **From Cartersville** Take I-75 south for 14.2 miles. Take Exit 273 (Wade Green Road), turn right at the end of the ramp. Wade Green Road immediately becomes Cherokee Street. Follow this for 2.6 miles and turn left, into the Southern Museum of Railroad and Civil War History.



Submission Deadline for the July Newsletter is Monday, 15 July.