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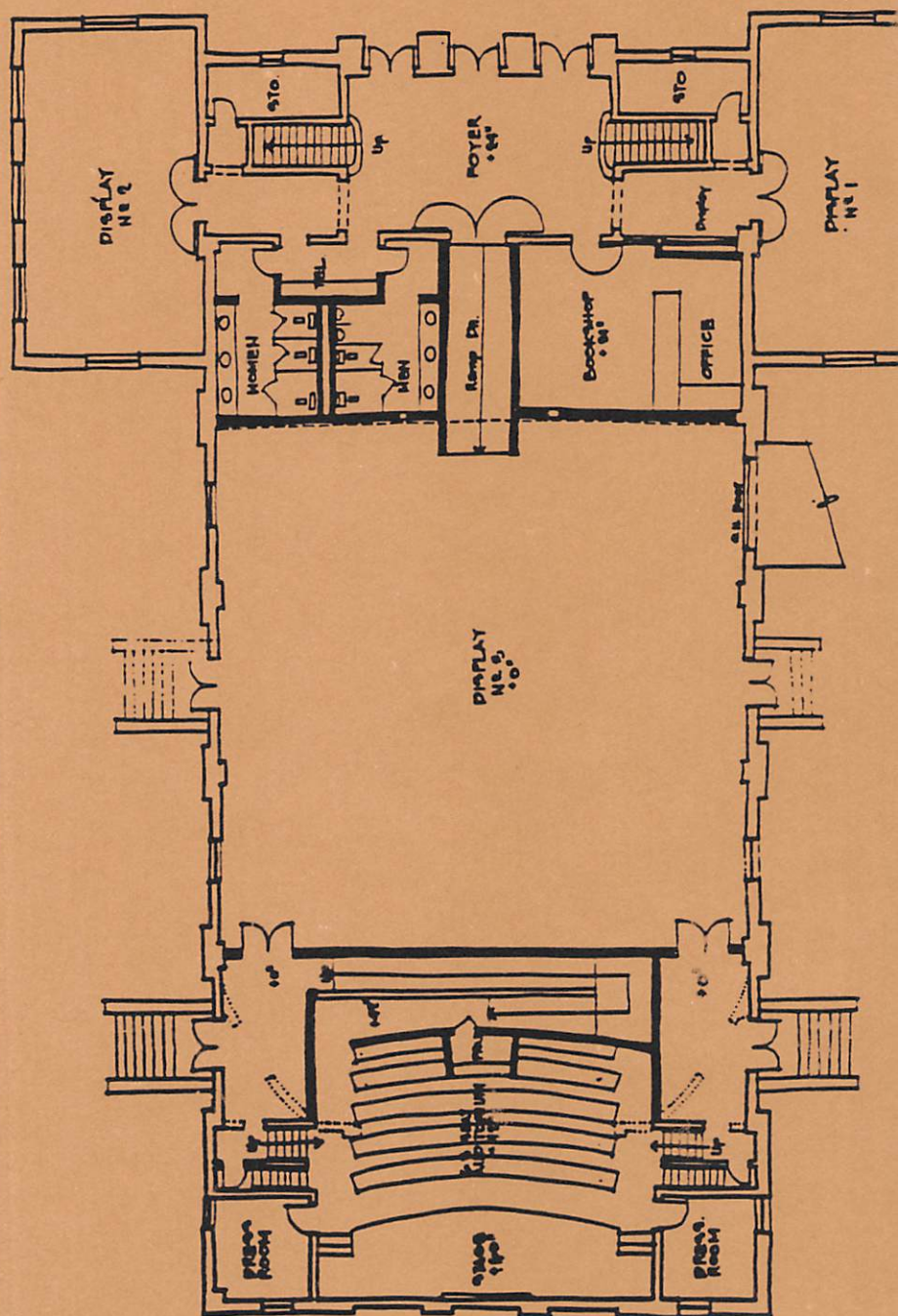
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**RENOVATIONS TO LLOYD ENGLAND HALL
SHOWING PROPOSED FLOORPLAN FOR THE
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The Arkansas Military Journal is an unofficial publication of the Arkansas Militia Historical Preservation Foundation. The purpose of the journal is to aid in the preservation of Arkansas' military history. Comments and materials for publication are invited. Correspondence should be addressed to: The Adjutant General, TAG-AZ-HSC, P.O. Box 2200, Camp Joseph T. Robinson, North Little Rock, Arkansas 72118-2200.

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Your continued support will enable us to renovate Lloyd England Hall into a state of the art museum complex. This historical structure was built in 1931 and is one of the oldest remaining buildings on Camp Joseph T. Robinson. This museum will house historical artifacts and documents depicting the story of the Arkansas National Guard from its inception to the present.

Thank you for your continued interest and support.

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The Role of the Arkansas National Guard in our Nation's Defense 1804 - 1918

By: LTC William C. Harbour

The Arkansas National Guard stands proudly upon an honored lineage steeped in the finest of military traditions that have served our nation proudly. From the earliest beginnings at Arkansas Post in 1804, the militia forces of Arkansas have stood as vanguards in the defense of home and community. Through a myriad of campaigns against a host of enemies, these citizen soldiers have answered the call to duty, in order that we, our children and our grandchildren will share in the heritage of freedom.

Buckskin clad minutemen opened the frontier, giving safe passage and protection to the tiny settlements that would grow and flourish as centers of state commerce. Quick to answer the cry for freedom wherever it was heard, Arkansas' citizen soldiers joined in the fight for Texas Independence and to quell the Seminole uprisings in Florida.

The manner in which our soldiers answered the call was described in Governor Drew's message to the Legislature on November 3, 1846: "Without any means in the treasury, or credit on the part of the State, to provide for the maintenance of the troops, our citizens responded

to the call with an alacrity highly creditable to their patriotism and valor; and such was their ardor for the service, that more than the quota of the requisition were speedily enrolled and ready for the expedition. They never paused to inquire as to their indemnity for loss of time, the expenditure of money, or the probable chance of failure to be received into the service... They afford the best evidence of our moral and physical power as a nation, and the individual courage and devotion to country, for which our population has ever been distinguished. It is a spectacle upon which the enslaved millions of the old world must look with wonder, and cannot fail to awaken their attention to the progress of that great experiment of a 'government by the people' which our example furnishes to mankind."

Outnumbered and facing odds of four to one, Companies "E" and "K" of the Arkansas Regiment commanded by CPT Albert Pike opened the battle of Buena Vista during the Mexican War on February 23, 1847. When the smoke of battle cleared, the Mexicans were in full flight and America had achieved one of

the most signal victories of the war. Leading the fighting at Contreras and Cherbusco, Arkansans took an active part in fighting from Vera Cruz to Mexico City.

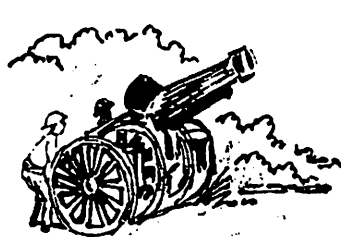
Then came the American Civil War with Arkansas offering up the finest of its youth to the ravages of war. Brave men stood on both sides of the issue that posed to shatter the union. Whether Blue or Gray, Arkansas' sons of liberty distinguished themselves on every major front. From out of the bonds of slavery, four regiments of black soldiers were raised on Arkansas soil and added their service in the effort to preserve the Union.

With peace came reconstruction and the time necessary to heal the secessionist scars. But history teaches us that peace lasts only as long as a people are able and willing to defend freedom's way from the aggressor and usurper. And when war clouds again loomed, the first shot ordered by Admiral Dewey on his flagship in Manila Bay on May 1, 1898, was fired by a son of Arkansas, Gunner Stokley P. Morgan.

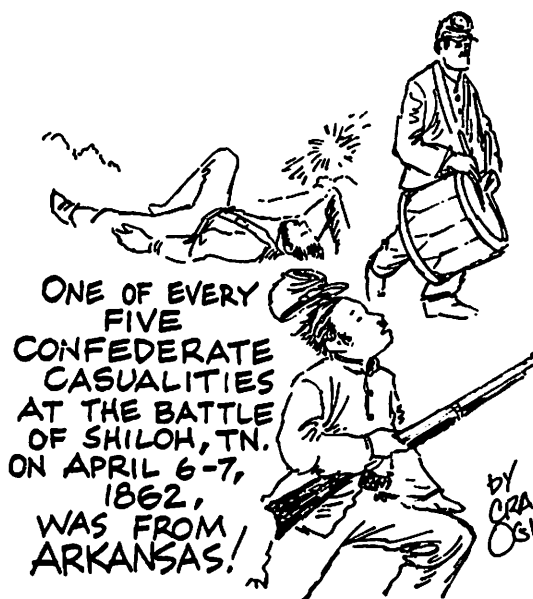
From these early cauldrons of war the technology of modern warfare was being fused and tempered. And from the early battlefields the modern citizen soldier was learning his trade, lessons in war which would soon be put to the test in the greatest struggle the world had ever seen, the war to end all wars, World War I.

Instead of relying upon

volunteers for an army to serve overseas, Congress passed an act providing for the enrollment or registration of all male citizens between the ages of twenty-one and thirty-one years by an act known as the Selective Service Law, effective May 19, 1917. Arkansas achieved a one hundred percent registration among its eligible candidates. In addition to individual draftees, three regiments of the Arkansas National Guard were inducted into federal service as units. The First Arkansas Infantry became the 153d Regiment in the National Army; the Second Arkansas Infantry became the 142d Field Artillery, and the Third Arkansas Infantry formed the basis of the 154th Infantry and 141st Machine Gun Battalion. These regiments were all attached to the Thirty-Ninth Division and arrived in France between August 12 and September 12, 1918. Upon completion of Camp Pike in North Little Rock, the work of organizing the Eighty-Seventh Division began. The division was made up of the 173d and 174th Infantry Brigades, each containing two regiments and a machine gun battalion; the 162 Field Artillery Brigade, consisting of two light and one heavy field artillery units and a trench mortar battery; the 334th Machine Gun Battalion; the 312th Engineers; the 312th Field Signal Battalion and division trains. The division arrived in France August 28 through September 16, 1918.

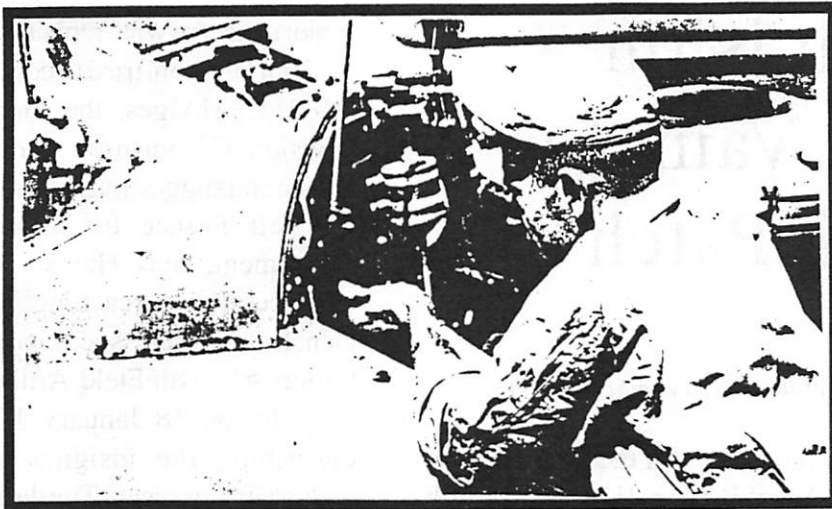


CAMP PIKE,
KNOWN TODAY AS
CAMP ROBINSON NEAR
NORTH LITTLE ROCK,
WAS USED TO TRAIN
OVER 100,000
RECRUITS DURING
WORLD WAR I.



ONE OF EVERY
FIVE
CONFEDERATE
CASUALTIES
AT THE BATTLE
OF SHILOH, TN.
ON APRIL 6-7,
1862,
WAS FROM
ARKANSAS!

by
CRAIG
OSILVIE



Chief Master Sergeant Dick Red

From the files of the Arkansas Air National Guard

Dick Red, a child of American Indian heritage was born February 22, 1916 in Bauxite, Arkansas to Drusilla (Grissom) and Joseph W. Red.

He grew up in Mabelvale. When the Mabelvale school burned some went to Little Rock Schools while Dick and the others went to Benton where he graduated in 1933.

Because of his interest in aviation, his first job was with Claud Holbert, founder of Central Flying Service. He soon enlisted in the 154th Observation Squadron, Ark ANG, later being mobilized with that unit for "one year" which turned out to be World War II. Dick remained in the 154th for his entire career. Always in the aircraft maintenance career field, he excelled regardless of the unit mission or

the numerous changes in aircraft type.

On September 12, 1944, the Major General Nathan Twining, later Chief of Staff, United States Air Force, presented Master Sergeant Dick Red the first Legion of Merit won by an enlisted man.

Dick's ingenuity and brilliant work had enabled him to convert a standard Lockheed P-38 Lighting into a photo reconnaissance aircraft in the middle of the African desert. This aircraft provided the much needed photo intelligence for the successful campaign against Field Marshal Rommel's forces.

From WWII till his retirement February 21, 1976, Dick, the first Arkansas graduate of an NCO Academy, was either the maintenance chief or the line chief of the 154th. Regardless of the aircraft types, the 154th enjoyed the finest in-commission rate attainable due to Dick's constant effort and leadership.

He and his unit were mobilized again for the Korean Conflict and yet again for the Viet Nam War after the Pueblo

Incident. Although most of the aircraft suffered battle damage and a few aircrews were killed by enemy action, some shot down but rescued, there was not a single incident or aircraft lost because of maintenance problems. Dick and his men took great pride in their aircraft, and the pilots had full confidence in their ground crews because of Dick.

After a stroke left Dick an invalid, his wife, the former Ruth Hardgrave, insisted she care for him at home with his family. He remained near the church he loved, a church he had worked for as diligently as he had the Air National Guard.

Dick was the prime example of the outstanding citizen bred in Arkansas. He devoted his life to excellence for his community, the State, and the Nation.



The 39th Division Struggles in Vain for a World War I Patch

By: W.E. Goodman

(Adapted from *TRADING POST* October - December 1979)

The story of the 39th Division and its quest for a shoulder patch in World War I is a story in army organization, or possibly a lack of organization. The 39th Division drew the assignment of a Depot Division after they arrived in France, and as such found itself stripped of personnel who were sent off as replacements to Divisions already in combat. Its Field Artillery Brigade was reassigned as Corps Artillery, and the Engineer Regiment another Corps assignment, but the rest of the Division found itself ground up in the replacement cycle either as replacements or as training cadre.

The Depot Division was a phenomenon of World War I. Original war plans called for a Regular Army of 16 divisions plus 16 additional to be created out of the National Guard. General Pershing's initial battle plans contemplated an American Expeditionary Force (AEF) of five Army Corps, each composed of six divisions, four would serve as combat units and the other two would serve as Depot Divisions training and forwarding replacements to the combat divisions. World War I's replacement system did not

function with the perfection of World War II's as enough replacements did not arrive from the States to meet the need. To meet the need beyond the monthly replacements, returnees from hospitals, etc., Pioneer Infantry Regiments were broken up to provide replacements, and the Depot Division stripped itself of personnel to meet the need.

The World War I 39th Division had been organized from Arkansas, Louisiana, and Mississippi, and had adopted the name of "Delta Division" since they were from the delta region of the Mississippi River. However, after being fragmented, as the Depot Division, nothing had been done to adopt a shoulder patch until January 1919 when the Field Artillery Brigade proposed a design for the Division's insignia. Having been detached from the Division to serve as Corps Artillery, the 64th Field Artillery Brigade remained intact with its original personnel, and wished to return home with an insignia strictly representative of the 39th Division.

To get a patch approved for the Division, BG Ira A. Haynes, commander of the 64th Field Artillery Brigade and also the

senior officer of what remained of the 39th Division, tried to contact BG H.C. Hodges, the former Division Commander for his advice and suggestions but, as he had left France for another assignment, Gen. Haynes was unsuccessful in reaching him. Gen. Haynes then issued General Orders #1, 64th Field Artillery Brigade, on 18 January 1919 describing the insignia and authorizing its wear. The design was the well known delta on blue disc and having red, white and blue triangles within the delta. In addition, on 7 February 1919, Gen. Haynes submitted the design to AEF headquarters for approval, but to his surprise and disappointment, the design was disapproved. It was disapproved on the grounds it only represented the 64th Field Artillery Brigade and not the Division. No patches would be approved for Brigade size units. It was also claimed that, in addition, the design was too similar to the Third Army patch.

Not giving up too easily, Gen. Haynes next submitted a full report with request for reconsideration to AEF headquarters explaining that the insignia was for the 39th Division, not just his Brigade. And he had tried to contact the former Division Commander, but had been unsuccessful in reaching him. He felt certain that he would have approved the design. His plea for the adoption of the patch is quoted here in part:

"The officers and men practically without exception are keen for wearing the mark. Their service has been faithful. We

have served as a Brigade. We are proud of the Division and the Brigade. The numbers of these marks have largely increased since the departure of the Division Commander for the United States. There is no question but he would have approved the mark when he knew of the great desire to have such distinction. The popularity of these marks is clearly shown by the large numbers in existence. Unless this application is approved, we will be among the relatively small number of American soldiers who do not have the right to wear something to show comradeship of belonging to a unit with honorable service to its credit. The wearing of these marks is now almost entirely for sentimental reasons (properly sentimental). It is hard to understand why this sentiment should not be gratified.

“Large numbers of officers and men have purchased their marks, having received the order giving permission. The order was forwarded for approval and record. It was taken for granted it would be approved, unless it should be grotesque in pattern and coloring. The mark was dignified in appearance, it is geographically appropriate—the States of Arkansas, Louisiana, and Mississippi have long been known as the Delta States. The 39th Division was known to ourselves at least, as the Delta Division, our baggage was marked that way. We take pride in Honoring the States of our origin, just as some troopers wear the keystone of their state and others the Statue of Liberty.”

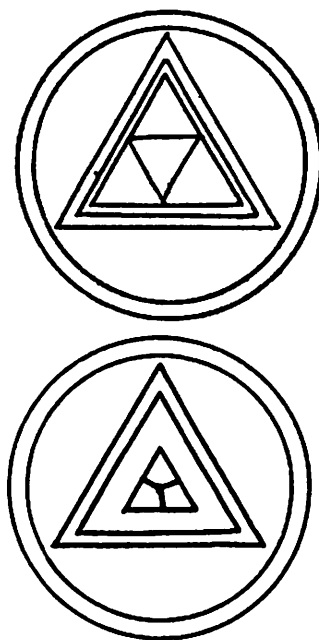
In spite of the thorough analysis of the reasons for having their patch approved, Gen. Haynes again failed. Apparently he did finally get in touch with the 39th Division's former Commander, BG H.C. Hodges, who by that time was the Commanding General, Schofield Barracks, Hawaii. On 21 July 1919 Gen. Hodges wrote the Adjutant General, U.S. Army requesting the approval of the patch for the 39th Division. This too failed. On 18 August 1919 the Adjutant General informed Gen. Hodges that the patch was not approved, but that it would be kept in the files for the Adjutant General for reconsideration should the 39th Division ever be again mobilized.

Following World War I the 39th Division was organized in the National Guard of the same states and for some reason the World War I patch was not adopted. Whether it lay forgotten in the files, or if a new design was desired is not known. On February 1922 a new patch was approved for the Division consisting of a gray oblong with a rounded top having on it the red delta with a blue D on a white field within. While the Division retained the Delta theme, the design was entirely new. This patch was only worn for a few years. Then, in a National Guard reorganization, the Division remained inactive not only in the '20s and '30s, but also during World War II although its patch was on sale during the war. When the National Guard was organized following the war the

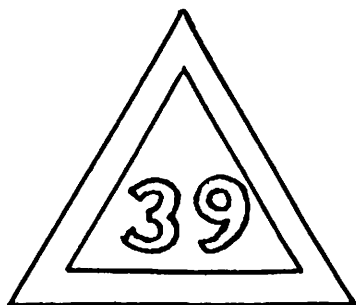
39th was also organized and continued to wear the 1922 design patch.

NOTES ON THE PATCHES:

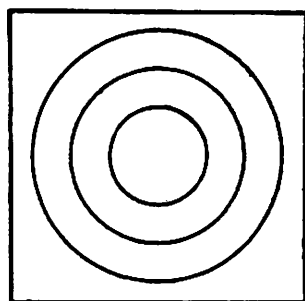
The World War I patch when correctly made consisted of a dark blue disc bordered red having upon it a steel gray triangle (delta symbol) the area with the triangle divided into four equilateral triangles, the lower left red, the top white, the lower right blue, and the central triangle the dark blue of the disc. There are numerous variations in the manufacture of the WWI design with the colors of the triangles transposed in various ways, and one patch was made with only three inner triangles instead of the correct four. Since the correct design was specified it is presumed that the variations are errors in manufacture.



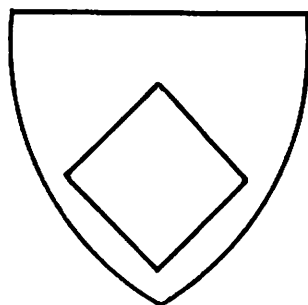
There is also another World War I patch design which was based on the baggage mark for the Division. The Design consists of the number 39 in red within a red triangle, some were on white, and some were on khaki. The source of this patch is not known and little, if ever, used.



One other entirely different patch exists for the 39th Division, a cockade of black, white and red (center) placed on a khaki square. No official record exists to explain its status, but at the time it was illustrated in the New York Times, the New York Tribune, the Philadelphia North American, and Everybody's Magazine as being the insignia of the 39th Division. Perhaps some other veterans of the Division, not in the Artillery Brigade, may have proposed this design. It is also possible that in spite of being published in news media their information was incorrect.

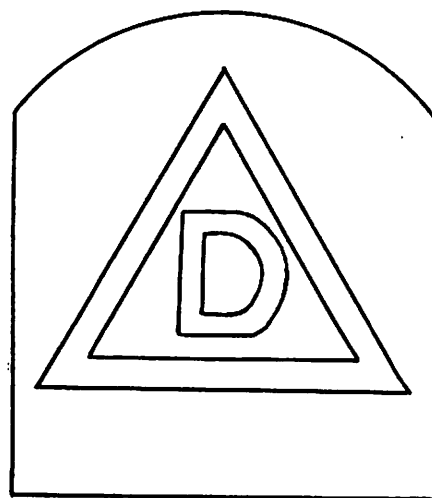


ASMIC Patch Catalog # 1 also lists another 39th Division patch, but this is an error as the design belongs to the 38th Division. This design consists of a red diamond on a blue shield. When the 38th Division applied for approval of a patch, they submitted this design as their #1 choice, and the well known CY shield design as their second choice. Fortunately, the AEF Headquarters decided on the CY design, a far more clever and attractive design.



39th "DELTA" DIVISION:

On a grey oblong with rounded top, the Greek letter Delta in red, within the delta on a white background the letter D in blue. The National Colors red, white, and blue on gray background indicative of the strength, temper and spirit of the Delta States of Arkansas, Louisiana and Mississippi. Insignia approved 8 February 1922. (Note: Patches of several types were made in World War I for the 39th Division but were not approved since at the time the request (1919) the bulk of the Division had already returned home to the States to be demobilized.)



A Pandemonium of Torture and Despair

The Capture of St. Charles & Explosion of the MOUND CITY

By: Mark E. Hubbs

The Civil War moved quickly in the western theater during the spring of 1862. Maj. Gen. Earl Van Dorn and his Confederate army met defeat at Elkhorn Tavern, and the Confederacy lost Missouri. Van Dorn's adversary, Maj. Gen. Samuel R. Curtis, was marching triumphantly across northern Arkansas. A month after the defeat at Elkhorn, Confederate General Albert S. Johnston was killed and his army driven from the field of Shiloh. By early June Federal troops occupied Corinth, Mississippi, a vital supply depot and rail junction.

Events on the vital Mississippi River were also worsening for the Confederate cause. Admiral David Farragut's naval force captured New Orleans in late April. After a pitched gunboat battle early in June, Memphis fell into Union hands. Of the major defensive positions on the Mississippi, Confederate forces controlled only Helena, Vicksburg, and Port Hudson. The little gunboat battle at Memphis not only netted that city for the North, but also destroyed the Confederate Western Flotilla. Of the eight-ship fleet, only the GENERAL

VAN DORN escaped destruction or capture. After this battle on 6 June, only a few rebel gunboats were left to defend the Mississippi and its tributaries between Memphis and Baton Rouge.

The Army of the Southwest, which had routed the Southerners at Elkhorn Tavern, was moving east across northern Arkansas by early May. This army, under the command of General Curtis, began to slow down by the time it reached Batesville. Curtis had stretched his supply line too thin and now had to rely on a new "cracker line." He began to send urgent requests for equipment and supplies, while his army came to a halt in the Batesville and Jacksonport area.

Maj. Gen. Thomas C. Hindman, Confederate commander of the Trans-Mississippi Department, anticipated the fall of Memphis three days before it occurred. He began a crash program to defend the White River. It was obvious to him that an effort to resupply Curtis must use this waterway. The point Hindman chose to defend on the White River was St. Charles, eighty-

eight miles north of the river's mouth. St. Charles was chosen because of its easily defended high bluffs, the first bluffs to appear above the point where the White River flows into the Arkansas River. The village itself was small, consisting of only a few homes and businesses. On 8 June, the Confederate gunboat PONCHARTRAIN arrived at St. Charles, bringing with it two 32-pounder cannons for the defenses of the town.

By order of General Hindman, Lt. J. W. Dunnington of the PONCHARTRAIN began building fortifications. The crew placed the huge weapons two hundred feet from the shore and seventy-five feet above the water. The guns were not only on high ground, but also on a strategic bend in the river. This afforded a sweeping angle of fire both up and down the river. The guns themselves were hidden from view by dense undergrowth and trees.

Many of the local citizens began to leave the village when the sailors told them that a fight was expected. Lieutenant Dunnington was boarded with one of the citizens who did not plan to leave, Mrs. Mary S. Patrick. She wrote in her diary, "Many families have moved some miles from town....I conclude to wait and face the foe, if they come."

Capt. [sic] D. took daughter and I to see the battery-while Capt. Smith was drilling the gunners. The big guns were tried and Capt. D. explained the

manners of shooting etc....The Capt. is intelligent, interesting, and gallant. We enjoyed his explanations. Truly these are formidable weapons. I hope that we may not have to use them.

As the fortifications were nearing completion, Dunnington left a small force at St. Charles and departed for Little Rock for additional men and equipment.

While Lieutenant Dunnington was busy at St. Charles, preparations of a different kind were made at Memphis. Flag Officer C.H. Davis, the commander of the Western Flotilla, informed Washington on 10 June of plans for an expedition up the White River. He planned this expedition for two purposes: First, and most important, to open communications with General Curtis, and second, to clear the White River of any remaining rebel gunboats. This expedition was delayed until 13 June, while repairs were being made and provisions put on board. Three ironclads set sail that morning: the MOUND CITY, the ST. LOUIS, and the LEXINGTON.

The next morning the remainder of the small fleet, delayed even longer, left Memphis. These were the gunboat CONESTOGA, the transport NEW NATIONAL, which carried the 46th Indiana Infantry, and the transport WHITE CLOUD, containing provisions for Curtis' army. Two tugs towing coal barges brought up the rear. Col. Graham N. Fitch of the 46th Indiana Infantry

was in overall command of the expedition.

The CONESTOGA and transports caught up with the first half of the fleet at a place called the Arkansas cutoff, where the Arkansas and the White Rivers converge before emptying into the Mississippi. It was there that the Federals met their first opposition. Apparently with little effort, the MOUND CITY captured the rebel steamer CLARA DOLSEN. The commander of the MOUND CITY, Capt. A.H. Kilty, sent the ship back to Memphis as a prize of war. The Confederates had also attempted to block the river by sinking wet timber in the channel. With the protection of the Indiana infantry, the sailors quickly removed the obstacles.

The fleet left the Arkansas cutoff the morning of 16 June and moved cautiously up the river. By dusk it had reached a point five miles below St. Charles.

The Union fleet was not aware that there was so little to resist it on the White River. When the Confederate gunboat PONCHARTRAIN left for Little Rock with Lieutenant Dunnington, only one Southern ship of war was left on the White River. This boat, the MAUREPAS, as well as the PONCHARTRAIN, was part of a six-boat fleet purchased in New Orleans at the beginning of the war. These wooden steamers had little protection except for their iron plating around the bow and engine. The MAUREPAS

had proven quite formidable in its short career. The commander of this vessel was Capt. Joseph Fry, formerly of the United States Navy. He proved to be an able leader on the White River. In late May the MAUREPAS was operating on the river as far as Jacksonport, Arkansas. In fact, at one point the steamer and its crew of less than forty actually captured this little river port. The 9th Illinois Cavalry, which was protecting Jacksonport, fled after only ten shots were fired from the MAUREPAS - apparently believing that a larger land force had accompanied the gunboat. The crew, with the help of some citizens, destroyed large amounts of cotton and sugar. Much more could have been destroyed, but Fry set sail when it was feared his vessel would be stranded because of falling water levels in the river.

On 15 June the MAUREPAS reached St. Charles. As the senior officer present, Captain Fry immediately took command and began unloading his stores in the fortifications. Soon after the MAUREPAS, another group of Southerners arrived, thirty-five infantrymen commanded by Capt. A.M. Williams of the Confederate Engineers. These men were detailed from five companies of the 37th Arkansas Infantry. The remainder of the 37th Arkansas had also been sent by General Hindman, but it was waiting in Devalls Bluff a few miles upstream, while its powder was being processed into cartridges. On the day of the

ensuing battle, this regiment advanced within ten miles of St. Charles before the battle was decided.

Lieutenant Dunnington finally returned to St. Charles from Little Rock. Dunnington made the trip overland, leaving the PONCHARTRAIN to be repaired. He brought with him two ten-pound Parrot rifles he had found in the arsenal at Little Rock. These two weapons would help, but it would take much more to stop the Union forces. By the afternoon of the 16th, smoke from the Federal fleet could be seen rising from the river five miles below. It was obvious to Fry that the wooden gunboat MAUREPAS would be useless against the ironclads he had to face. Fry decided to scuttle the MAUREPAS in an effort to block the river channel. Fry ordered the gunboat along with two small steamers, the ELIZA G. and the MARY THOMPSON, sunk in line across the river. This was a difficult process, for there was no ballast to ensure the ships would not shift position while sinking in the current. It took the entire night to scuttle the three vessels. On the night of 16 June, Captain Fry organized his defenses. Lieutenant Dunnington commanded the 35-man crew of the PONCHARTRAIN in the upper battery, which consisted of the two 32-pounder rifles. Midshipman F.M. Roby took command of the crew of the MAUREPAS, about forty men,

and four field guns in the lower battery. This battery was 400 yards down river from the upper one. It included two Parrot rifles from Little Rock, a 10-pound Parrot rifle from the PONCHARTRAIN, and a 12-pound howitzer from the MAUREPAS. Captain Williams' men were detailed as sharpshooters below the lower battery. The Confederate troops bedded down as close as possible to their guns on the evening of the 16th for the expected attack the following morning.

By daylight the next morning, people were already active in St. Charles, and the Union fleet had gotten up steam and started up river. It proceeded in the following order: MOUND CITY, ST. LOUIS, LEXINGTON, CONESTOGA, and transports. The lead boat, the MOUND CITY and the ST. LOUIS were two of seven boats constructed on contract by the James B. Eads Company of St. Louis, Missouri. All of these vessels were basically the same, each with a long, low profile and medium armor. Two weeks earlier the MOUND CITY had received heavy damage at Ft. Pillow. The crew had no way of knowing that their ship was destined for more bad luck.

The Federals moved slowly up the river. Shortly after 0900, the MOUND CITY encountered a squad of Williams' infantry two miles below the main fortifications. The giant guns on board the vessel began belching grapeshot and shell onto the river bank, opening the battle

of St. Charles.

At 0800, before the Federal fleet had arrived, Mrs. Mary Patrick invited the Confederate officers for breakfast. Most of the officers declined so they could stay near their guns, but several, including Midshipman Roby and Captain Smith, found the offer too tempting. Mrs. Patrick recalled the interrupted breakfast in her diary:

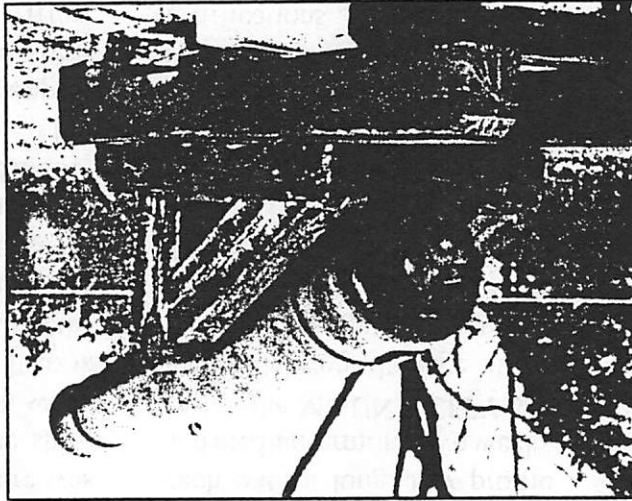
We had just been seated a few moments when the loud booming of cannon startled Ltut. Roby and others.... Another loud boom and the ball came whizzing over my house and fell in the stable yard. Another and another. Close enough to be distinctly heard as they passed through the air.

The officers left the Patrick dining room and ran the 300 yards back to the lower battery. Mrs. Patrick, who had been so determined to stay, used her better judgment and made hasty preparations to leave.

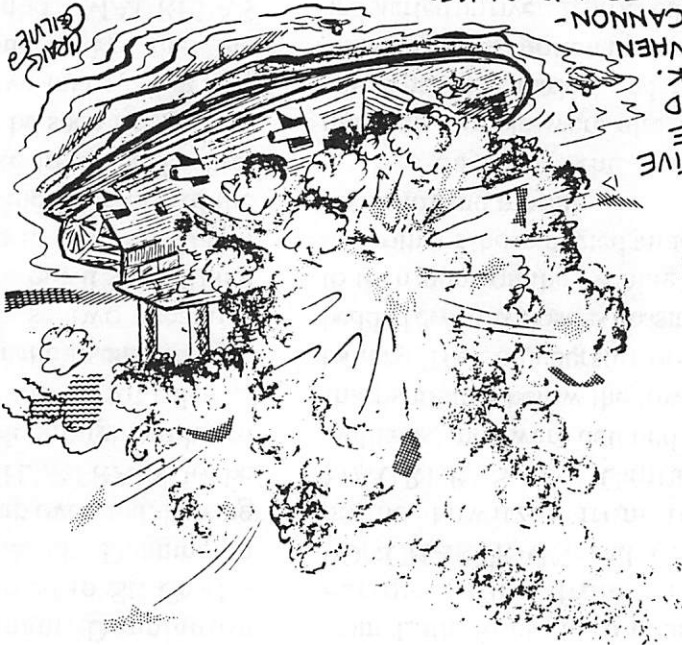
Poor Nellie; so frightened. I went to the buggy with her...she looked whiter than I thought her Mullater face could be made. We drove rapidly out of town. Had to stop once or twice to avoid branches cut by the fierce cannon balls.

It did not take long for the giant shells to drive the tiny squad of infantry away from the river bank. As the Confederate sharpshooters pulled back, the steamer NEW NATIONAL hove to shore two and one-half miles below the main battery and began unloading the 46th Indiana Infantry. The Union regiment was

One of the two 32-pounders recovered from the
White River



THE MOST DESTRUCTIVE
SINGLE SHOT OF THE
CIVIL WAR OCCURRED
AT ST. CHARLES, ARK.
ON JUNE 17, 1862, WHEN
A CONFEDERATE CANNON -
BALL HIT THE BOILER AND CAUSED
A HUGE EXPLOSION ABOARD THE UNION WAR-
SHIP "MOUND CITY." SOME 14-15 FEDERAL
SOLDIERS DIED AS A RESULT OF THE BLAST!



soon advancing cautiously, driving the rebel skirmishers back towards the village.

As the NEW NATIONAL was unloading its cargo of infantrymen, the ironclad came abreast of the lower battery. A brisk but ineffective artillery duel began between the lead boats and Midshipman Roby's battery. The firing had been going on for thirty minutes when skirmishers of the 46th reached the home of Mrs. Patrick. Here Williams and his men were attempting to make a stand.

Colonel Fitch knew his men were but a few hundred yards from their destination and had received only slight casualties, but he paused. He had an unreasonable fear for the safety of his troops as they faced the heavy guns. The 32-pounders actually posed little threat to his scattered troops. Fitch notified Captain Kilty of the MOUND CITY that he had the option of allowing the infantry to charge the batteries or of steaming ahead, locating the main battery, and silencing it with the gunboats. Unfortunately for the men of the MOUND CITY, Kilty chose the latter.

The fleet disengaged itself from the lower battery and steamed ahead. The gunners were ignorant of the location of the rebel guns until the first one opened an accurate fire on the MOUND CITY. Now Kilty made a deadly mistake. He sailed on, and by doing so placed his boat between and below the rifled guns. This put him in point-blank range of both weapons.

On the third shot of the number two gun, Lieutenant Dunnington stepped up and personally sighted and fired the weapon. The solid iron projectile penetrated the forward casemate of the MOUND CITY. Three seamen were killed in its flight before it passed through a bulkhead and punctured the boiler and steam chest. Instantly the entire vessel was filled with scalding steam. All those who were not immediately killed or seriously injured began pouring out of the gun ports into the river. A correspondent for HARPER'S WEEKLY reported:

The gun deck was covered with miserable, perishing wretches: Some of the officers who were in their cabins rushed out frantic with pain, to fall beside some poor though fortunate fellow who had just breathed his last. The close burning atmosphere of the vessel was rent with cries, and prayers, and groans, and curses—a pandemonium of torture and despair.

They suffered, writhed, and twisted like coils of serpents over burning fagots; but many who were less injured than others, felt even in that hour the instinct of self-preservation, and, running to the ports, leaped into the river. The water, for a while, relieved them of their pain, and they struck out bravely for the shore opposite the fortifications, or for the CONESTOGA or the LEXINGTON, perhaps a half mile in the river.

All those capable of

controlling the ironclad had jumped overboard, and the ship drifted helplessly to shore between the upper and the lower battery. The river was filled with struggling men. Boats from all the vessels were in the water in a matter of minutes, picking up the wounded as the ST. LOUIS and LEXINGTON engaged the battery.

The CONESTOGA came to the aid of the MOUND CITY. Mr. Dominy of the disabled vessel was standing on the stern crying out, "Come and tow me down; we are all lost, we are all lost!" The CONESTOGA hooked on and towed her out of the engagement.

Captain Williams saw the sailors jump off the disabled MOUND CITY and ordered the remaining sharpshooters to the river bank to fire on the struggling men. It was reported that many were shot and killed in the water. This is doubtful, however, since most of the sharpshooters were armed with smooth-bore muskets—a weapon accurate only at short range. Through the years Captain Fry has been accused by both Northern and Southern sources of giving the order to fire on these men, but Williams alone was guilty of what was then considered a great atrocity.

The men of the 46th Indiana were anxious to make their assault on the rebel works. When learning of the catastrophe on the MOUND CITY, Colonel Fitch directed all the other vessels to fall back, fearing that they might suffer the same fate. Fitch then gave the order and his

men began to do what the Navy could not. In five minutes the infantry overran the lower battery and started to climb the bluff to the main battery.

Captain Williams and his remaining troops, along with the crew of the MAUREPAS, fell back to the main battery only a few seconds ahead of the Federals. Captain Fry realized that the situation was hopeless. The enemy outnumbered them ten to one and was advancing on two sides. Just as he gave the order to retreat, Federal troops broke over the hill fifty yards distant and poured a galling volley of musketry into the fleeing rebels. Captain Fry himself was severely wounded in the shoulder. The rest of the men scattered, the officers bringing up the rear. A half-mile gauntlet of fire had to be run before the retreating Southerners could disperse into the forest. An officer in Colonel Fitch's command hailed Lieutenant Shirk of the LEXINGTON and said, "We have the Battery!"

Mrs. Patrick received the news of the battle's end around 1100. She and her family started back to town in hopes of helping the wounded, both friends and foe.

First was a Federal—a sailor—lying under the gin shed—we hurried Charlie off for water for him—poor fellow so thirsty—another and another claimed our care and sympathy—most of them Feds. Only three Confederate army... One man or rather a youth lay dead close to the front

door of the spacious hall with musket in hand.

Mary Patrick returned to her home to find it completely looted and vandalized by the Union soldiers.

It had been broken open—everything of value had been taken away...books lay around the gallery with holes through them made by the bayonet. A large mirror bore the marks of the same weapon. Feather beds were emptied on the upper hall floor and suppose they needed large sacks to carry off their plunder and needed the bed ticks for that purpose.

The 46th Indiana Infantry was lucky. It received no serious casualties when it stormed the works at St. Charles. Confederate casualties were also light. Reports are incomplete, but it appears that 8 were killed and 24 wounded and captured, among them Captain Joseph Fry. It was a completely different situation aboard the MOUND CITY. Of a crew of 175 officers and men, 82 were killed in the casemate, 43 were killed or drowned in the river, and 25 were severely wounded, among them Captain Kilty. Only 3 officers and 22 men escaped uninjured or with only slight scalding.

The wounded and prisoners, along with four small captured guns, were loaded aboard the CONESTOGA and taken to Memphis. The other ships remained in St. Charles, their crews destroying fortifications and burying the dead. The two

large 32-pounders were spiked and rolled into the river.

The CONESTOGA returned to St. Charles on 20 June. With it came additional troops and boilermakers to repair the MOUND CITY. Soon the fleet was moving north, easily passing through the wreck of the MAUREPAS. Because of the low water level, Des Arc was as far as the Federal expedition would travel. This was still seventy miles short of the intended destination of Jacksonport. Communications with General Curtis were opened overland from Des Arc.

The battle of St. Charles was a limited Union success. After opening communications with his superiors in Memphis, Curtis was able to progress through eastern Arkansas and eventually to Helena on 13 July 1862. The real value of the White River was not realized until higher water levels permitted more efficient navigation. Occupied ports on the river, such as Des Arc and Devalls Bluff, were essential in later stages of the war as supply bases for the Union Army. With east Arkansas in Union hands and the White River undefended, Maj. Gen. Frederick Steele and his army of 20,000 easily captured Little Rock on 10 September 1863.

The Lindsay Double Musket

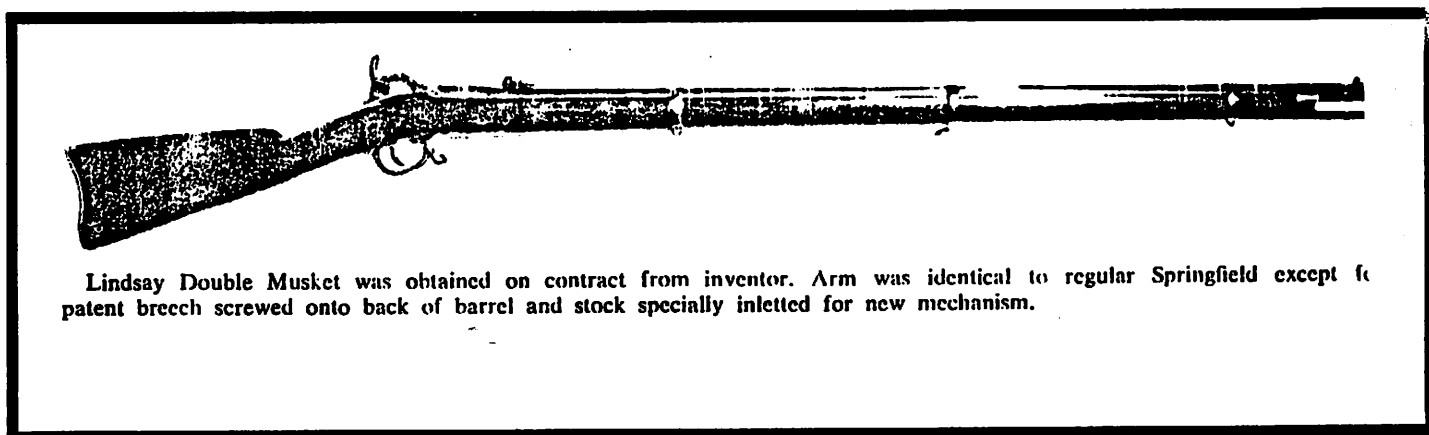
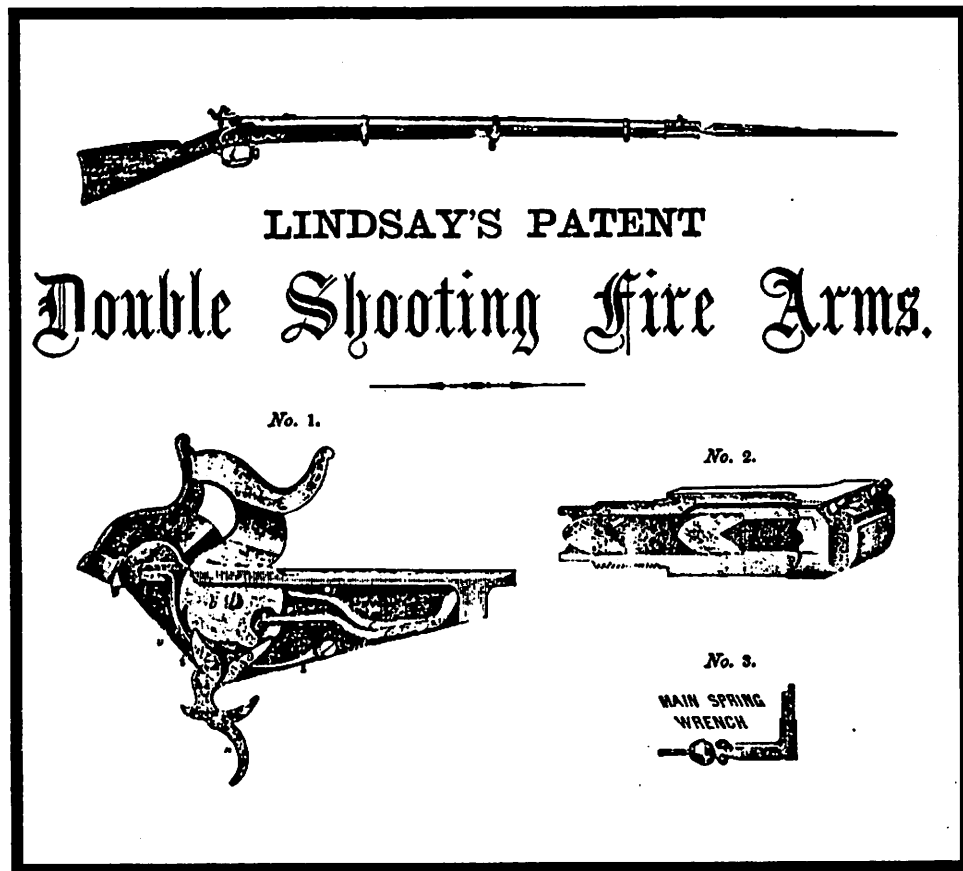
By: SGT Michael Jeu
Arkansas National Guard History Detachment

The Arkansas Militia Foundation currently houses an extensive weapon collection of military arms compliments of the LTC (RET) Edward Yeager family. This collection is on display at Lloyd England Hall located at Camp Joseph T. Robinson. One of the weapons that is on display is unusual and extremely rare. This particular weapon could be considered to be one of the great grandfathers of our "modern assault" rifles, as most military rifles are considered in today's times. The musket is known as the Lindsay Double Musket Rifle, a two shot musket that traces its origin back to the Civil War. The musket was intended to be used by the troops to fire two shots without reloading instead of firing just one shot. Truly, a modern assault rifle of the time. As one may speculate, this was a two shot muzzle loading musket. The musket was in appearance, a single barrel musket that was almost identical to the Springfield Musket that was in use at the time. The musket was .58 caliber, had two external hammers, two nipples, and only one trigger. This musket did not prove successful with the troops and only

approximately 1500 muskets were made, enhancing their collector value. The musket came complete with bayonet, walnut stock, and the barrel and mounting were polished bright. The objective of this type of musket was to be able to load the musket with two charges of powder and ball and fire them separately, thus having all the advantages of the double-barrel weapon. The bottom portion of the bore is supplied with a chamber to hold a charge of powder, the side of the chamber would support the first bullet that is inserted in to the barrel. A tap with the rammer/ramrod fixes this bullet into place and prevents the flame from the forward charge when ignited, from igniting the powder in the chamber. A second charge of powder is then loaded on top of the first bullet and then a second bullet is seated on top of the charge. The musket is equipped with two vents located in the firing chamber area. The left vent goes directly into the chamber (lower shot) and the right vent passes through the metal by the side of the bore and entering it in front of the rear bullet. The edge of the chamber fixes the rear bullet in place. The musket is equipped

with two manual external hammers, both operated by a single trigger. With both hammers in the full cock position, the trigger acts upon the right hand hammer first, firing the forward (top) charge, a second subsequent pull on the trigger fires the second or rear charge. Both charges can be fired simultaneously by cocking the left hammer only. The trigger will activate the left hammer and fire the rear charge, detonating both charges and emptying the barrel. The inventor of this Musket/Rifle system was Mr. John P. Lindsay of the state of Connecticut. Mr. Lindsay was a former employee of the Springfield Armory. The Springfield Armory only produced 500 of these rifles and they were issued to troops on an experimental basis. On December 17, 1863, Mr. John P. Lindsay of New Haven, Connecticut, entered into a contract "with the United States to furnish 1,000 Lindsay Double muskets," at the cost of \$25.00 per musket, interchangeable, inspected, and delivered within four months from date. Eight months later, almost to the day, Mr. Lindsay handed over to the inspector, 1,000 double muskets. The muskets were received August 16, 1864 and paid for in full on August 25. These muskets had been ordered consequently of trial held by Captain S. V. Benet at West Point on or about August 26, 1863. Captain Benet accepted the Lindsay Double Musket as a suitable arm for service use. It also appears that during this test that the Lindsay

Double Musket was fired for the first and last time by the Army. As closely as can be determined, the Lindsay musket served out the war peacefully in their armory packing chests. There is an interesting side story that surrounds this musket design. According to speculation or legend, Mr. Lindsay's brother was a soldier that had been killed by hostile Indians. The Indians employed the tactics of the times of drawing the fire of a small outpost and charging in overwhelming numbers, before the soldiers could reload their conventional single shot arms, and massacring the entire company. The Lindsay two shooter with the appearance of a single shooter was intended to offer the sort of surprise that would discourage those types of tactics. Legend or fact, the Lindsay Double musket evolved and takes its place among the distinguished arms we have come to know as the "modern" battle rifle.



Grider Field Began Operations

By: SSG Nathan L. Barlow
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LIEUT. JOHN MCGAVOCK GRIDER

Pine Bluff School of Aviation began operations on March 22, 1941 at a new airport built by the city of Pine Bluff and the WPA. The new airport was named Grider Field in honor of Lieutenant John McGavock Grider.

John McGavock Grider was a daring young Arkansas aviator who fell in France in 1918. He was born at Sans Sorice, on the McGavock plantations near what was afterwards referred to as Grider, Arkansas. (This fine old plantation had been sieged by the Yankees and its

substantial and beautiful dwellings used by the Federal troops as headquarters.)

Young Grider was married and the father of two children. In April 1917 he joined the Army Air Force. He trained at Chanute Field in Rantoul, Illinois before he was forwarded to Minnesota.

Grider was one of three Americans in service with the 85th Squadron of the Royal Flying Corps. He was joined by Elliott Spring of Lancaster, S.C. and Larry Callahan of Chicago. In June 1918 Lt. Grider was engaged over German lines with a Hun two-seater at the altitude of 12,000 feet. Grider failed to return to the English lines after this engagement. The diary of Grider was adapted into a book called "War Birds" by Elliott Springs.

The founding of the Pine Bluff School of Aviation was the result of the great demand for pilots during WW II. The Army Air Force which numbered 21,556 officers and men in 1939 was expanded to become one of the largest and finest air forces in the world. By January 1944 the AAF had reached a strength of 2,385,000, much of it done with civilian operations such as the Pine Bluff School of Aviation. The

training peaked with a record of 110,000 pilots a year trained throughout the United States.

The course at Pine Bluff School of Aviation consisted of a ten week course including 140 hours of ground work and 60 hours of flying time. The class was so structured that the cadets were dual flying within two or three days after arrival. The routine consisted of five 5:30 a.m.-9:30 p.m. training days with some additional training on weekends.

Upon completion of the course the cadet became a 2nd Lt. in the Army Air Corps Reserve. They were assigned duty with tactical groups and most received advanced training at such locations as Kelly Field and Randolph Field, Texas.

Each class was scheduled with approximately fifty students. Two classes operated simultaneously with graduation scheduled every five weeks. The cadets received \$75.00 per month plus \$1.75 per day for food and lodging.

The Pine Bluff School of Aviation was operated under contract with the Army Air Corps by W.R. Kent of Memphis. It was affiliated with Southern Air Service. The grounds were made available by the city of Pine Bluff. The 745 acre site included 15 acres of building area. The building in initial stages (1941) included administration quarters, two hangers which could house 25 planes each, a control tower and a stage house. The completed field and facility were in great contrast to the cotton

plantation that had been there just a few years before.

Major E. F. Youst was the earliest commander. Records show that the primary trainer's in use were twenty PT-19A Fairfield low wing Monoplanes.

With more demands for pilots, operations were stepped up. Later newspaper articles show that two 90x105 ft. hangers were added and three new 32-man barracks were built. The primary trainers were increased to 58 Fairchild PT 19A's with plans for seventy-five. The school was scheduled for a 208 cadet capacity. By this time 1Lt. Prescott M. Spicer was in charge. (Others who assumed command included Captain David T. Whiddon and Major John C. Layson)

By 1943 the Pine Bluff School of Aviation had established a "Satellite" Field at Grady, Arkansas. This was done to reduce air traffic in the area.

By October of 1944 the school had been officially notified by Headquarters Central Flying Training Command, Randolph Field, Texas, that Grider Field would be closed. Grider Field was operated by B.D. DeWeese for a period after the end of World War II. In 1951, the operation of the field became a controversial issue when Zimmerman Flying Service proposed to lease it. The fate of the airport has varied over the years with service by various commercial, carrier and freight companies coming and going. The facility is presently under an airport manager arrangement.

ARMY PRIMARY FLYING



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