

Official Newsletter of the BG Micah Jenkins
SCV Camp 1569
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Honoring the Gray

Camp Officers

Commander
 Brad Blackmon
 803-322-4674

1st Lt. Commander
 Bucky Sutton
 803-328-8732

2nd Lt. Commander
 Jerry Brown
 803-371-6237

Camp Adjutant
 Chris Sims
 803-981-7560

Chaplain
 Larry Gregory
 803-324-7438

Color Sergeant/
 Quartermaster
 Jack Morton
 803-899-2587

Camp Historian
 Jim Floyd
 803-324-3532

Webmaster
 Chris Brown
 704-340-1944

Graves Registration
 Ray Baker
 803-329-2257

Honoring the Gray
 Editor
 Jerry Brown
 803-371-6237

Communications
 Jerry Brown
 803-371-6237
 scvcamp1569@yahoo.com
 or
 jenkinsscv@yahoo.com

Commander's Comments

I received a call from 3rd Brigade Commander Kirk Carter the other evening about holding a Camp Growth & Development Meeting, concerning camp growth in our area. This event will be held from 10:00 AM till 12:00 PM and will be hosted by the Pvt. Thomas Caldwell Camp #31 in York South Carolina. Guest Speaker will be Jack E. Malar, our SCV Field Representative. The topic of discussion will be about camp growth and membership retention. A possible meeting location has not been determined and I will update you as this information comes in.

The following weekend will be the S.C. Division Reunion in Spartanburg South Carolina on Saturday March 23rd 2013. I have already RSVP'd for the Micah Jenkins Camp using the new communications system. Several of our camp members are interested in attending.

This will mean that we need to move the cemetery clean up project up to the month of April. The dates available are April 13th, 20th, & 27th. As we still do not have a site yet selected this should give us the time to find a suitable location.

*Your Humble & Obedient Servant,
 Brad Blackmon, Commander*

Congress passes Civil War conscription act

During the War, the U.S. Congress passes a conscription act that produces the first wartime draft of U.S. citizens in American history. The act called for registration of all males between the ages of 20 and 45, including aliens with the intention of becoming citizens, by April 1. Exemptions from the draft could be bought for \$300 or by finding a substitute draftee. This clause led to bloody draft riots in New York City, where protesters were outraged that exemptions were effectively granted only to the wealthiest U.S. citizens.

Although the War saw the first compulsory conscription of U.S. citizens for wartime service, a 1792 act by Congress required that all able-bodied male citizens purchase a gun and join their local state militia. There was no penalty for noncompliance with this act. Congress also passed a conscription act during the War of 1812, but the war ended before it was enacted. The government of the Confederacy also enacted a compulsory military draft during the War.

Camp Meeting
Tuesday, March 12th 2013

Regularly scheduled meeting will be at 7:00 PM at the
 Mayflower Seafood Restaurant at 2124 Celanese Rd, Rock Hill, SC
 Come early join the fellowship and eat.

Jerry West will be our speaker for March. His topic is "Confederacy
 Events Around York County".

1st Lt Commander's Comments

Debt

Debt. We buy a car. We finance it. We have debt. We buy a house. We finance it. We have a long duration debt. The country borrows money. That is debt. That debt is something that is paid by someone in the future for benefit of someone today.

After the War of Northern Aggression, both the United States government and the Confederate states had debt. The U. S. government debt was \$2.7 billion (which is \$29.6 billion in today's dollars). That is not much compared to today's staggering \$16+ trillion, but in those times it was a lot.

What happened to the Confederate debt?

It went unpaid. The war debt involved not only indebtedness of the Confederate national government, but indebtedness incurred by various southern states as well. Patriotic southerners liquidated other investments and used the money to buy Confederate and state bonds to support the war effort. At the end of the war people who had done so were financially ruined.

Some states may have had an inclination to repay their state obligations after the war was over, but this was prohibited during Reconstruction. As part of the price for "readmission" to the Union - after a four year war during which the principal Union claim was that they had never left - the states had to repudiate their Confederate-related debt. Ostensibly this was to prevent ex-slaves from having to pay taxes to retire this debt, but northern vindictiveness also relished seeing the "proud" planter class humbled, along with anyone else who had bought the bonds. This helped to ensure that what had always been the richest portion of the United States became and remained the poorest for the next century.

*Bucky Sutton
1st Lt Commander*

**Visit the Micah Jenkins Camp website at:
<http://bgmicahjenkins.org/>**

Honoring the Gray

Do you have an article you would like to see in the the newsletter?

If so, please send to Jerry Brown at jenkinsscv@yahoo.com or call Jerry at 803-327-2834. Articles may be funny or serious as long as it reflects the ideals and purpose of the SCV. Please limit the size of articles for mailing purposes.



Prayer Closet

- Please continue to pray for our President & government leaders - they seem to have lost all concern for the people. Continue to pray for our country. We are in very troubling times.
- Please continue to keep Mike Short on your prayer list.
- Please keep Vernon Terry on your prayer list.
- Please continue keep Brad Blackmon's wife, Deborah to your prayer list.
- Please continue to keep Laddie's mother (Clara Parrish) on your prayer list.
- Please continue to keep Dan Sipe on your prayer list. Dan is still having back problems.
- Please keep Ray Baker on your prayer list. Ray is doing better, but still needs your prayers.
- Also please keep Wayne Conner to your list. Wayne recently had knee replacement surgery.
- Please continue to pray for the SCV, national, division and brigade.
- Pray for our service men and women and for their families.

*Camp Chaplain,
Larry Gregory*

From the Chaplain

Please send your Prayer Requests to our Camp Chaplain, Larry Gregory. Larry can be contacted by phone (803-324-7438) or by email (poppyg@comporium.net).

Time Line March 1863

Mar 3rd - Naval assaults on Ft. McAllister resumes, lasting eight hours on this day. The damage to the fort's sand walls is quickly repaired.

Mar 3rd - The Conscription Act (National Enrollment Act of 1863) is signed into law by President Lincoln. Congress requires quotas of draftees by state, but allows wealthy Americans the right to buy their way out of service for \$300.00.

Mar 4th - 5th - At the Battle of Spring Hill, Tennessee Confederate Cavalry under Earl Van Dorn and Nathan Bedford Forrest drive Union Cavalry off on the 4th, then surround and engage the remaining infantry. After heavy fighting on the 5th, the Union garrison surrenders.

Mar 10th - Lincoln issues an order of amnesty for men absent without leave from the Union Army. They must report by April 1st or they will be considered deserters.

Mar 11th - Ulysses S. Grant renewed his efforts to reach Vicksburg when he tried to push gunboats past Fort Pemberton, near Greenwood. General W. W. Loring ("Old Blizzards") had built and manned the fort to prevent attacks of this nature.

Mar 13th - An explosion in the Confederate Ordinance Laboratory on Brown's Island in the James River near Tredegar Iron Works in Richmond kills 69 people, 62 of them women and young girls. A friction primer exploded.

Mar 14th - Admiral David Farragut pushes his command vessel, the Hartford and the Albatross past Port Hudson, but Confederate fire seriously damage three other vessels.

Mar 16th - Ulysses S. Grant ends his Yazoo Pass expedition, but orders William Tecumseh Sherman to try Steele's Bayou again.

Mar 17th - At the Battle of Kelly's Ford Federal cavalry crossed the ford of the Rappahannock River then ran into a Confederate line. After brief but heavy fighting, the Federals withdrew that afternoon. Confederate Major John "The Gallant" Pelham was killed in this battle. He would posthumously be promoted to Lt. Colonel.

Mar 19th - The Albatross and the Hartford become the first federal ships to pass the garrison at Vicksburg, MS.

Mar 22nd - A detachment of John Morgan's cavalry captures the federal outpost at Mount Sterling, Kentucky

Mar 24th - A small skirmish at Black Bayou marked the end of General William Tecumseh Sherman's attempt to find an unguarded water route into Vicksburg.

Mar 25th - Ambrose Burnside ordered to command the Department of the Ohio

Mar 28th - At the Battle of Glorieta (Pass), New Mexico territory Union forces halt the Confederate attempt to take over New Mexico

Mar 29th - Stymied in his attempt to reach Vicksburg on the east bank of the Mississippi, Grant orders General John McClernand to march south on the west bank to Miliken's Bend.

Famous Quotes

On March 2nd, 1861 The Northern Congress (with 7 Southern states having already left the Union) overwhelmingly passes the Corwin Amendment (or proposed 13th Amendment) stating...

"No amendment shall be made to the Constitution which will authorize or give to Congress the power to abolish or interfere, within any State, with the domestic institutions thereof, including that of persons held to labor or service by the laws of said State."-36th Congress, 2nd Session (U.S. House of Representative Thomas Corwin of Ohio offered the amendment in an attempt to forestall the secession of Southern states)



Northern Legislation to Protect Slavery

On July 25th 1861, the U.S. Congress passes the Crittenden-Johnson Resolution, declaring that the war is being waged for the reunion of the states and not to interfere with the institutions of the South, namely slavery. The measure was important in keeping the pivotal states of Missouri, Kentucky, and Maryland in the Union.

This resolution is not to be confused with an earlier plan, the Crittenden Compromise, which proposed protecting slavery as an enticement to keep Southern states from seceding; the plan was defeated in Congress. Many Northerners initially supported a war to keep the Union together, but had no interest in advancing the cause of abolition. The Crittenden-Johnson Resolution was passed in 1861 to distinguish the issue of emancipation from the war's purpose.

Tucker's Marine Brigade (Confederate States Marine Corps)

In 1998, Confederate States Marines Charles Cleaper, James Hicks and Joe Johnson names finally were added to the exhibit on Black Confederates at Appomattox Court House National Historical Park. A tribute and belated honor to a story worth telling of grey coated warriors that served to the honor of the Corps.

Cleaper, Hicks and Johnson enlisted in the Confederate Marine Corps in Charleston, South Carolina and served aboard the Confederate States Ship (CSS) Chicora until March 1865. The Confederate States Marine Corps (CSMC), as well as the Confederate States Navy, authorized recruitment of one black for every five whites recruited. These Marines and sailors served along side their white counterparts in integrated units. Several skilled pilots on Confederate gunboats were "men of color" and held an officers rank. One such pilot was Moses Dallas, who served with the Savannah Squadron from 1862 to 1864. A letter from the Savannah Squadron Commander to the Secretary of the Navy gives us a small glimpse of the value of blacks to the Confederate Navy:

"I have also been compelled to increase the pay of Moses Dallas from \$80 to \$100 per month in order to retain him. He is a colored pilot and is considered the best inland pilot on the coast."

Later Dallas was on the expedition that captured the Federal gunboat USS Water Witch on the rainy night of June 3-4, 1864. He was among six Confederates killed in action during the firefight that erupted as they boarded the ship. Another black Confederate Naval Officer, Ben Newell, piloted the captured gunboat back to harbor.

In early spring 1865 the Union Army was making a concerted effort to capture Richmond, the Southern capitol and defeat Lee's Army of Northern Virginia. All Confederate States Marines along the east coast were ordered to Drewry's Bluff for defense of Richmond.

The only obstacle that protected Richmond from a river approach was Fort Darling on Drewry's Bluff, overlooking a sharp bend on the James River their eight cannons in the fort, including field artillery pieces and five naval guns, some salvaged from the Virginia, commanded the river for miles in both directions. Guns from the CSS Patrick Henry, including an 8-inch smoothbore, were just upriver and sharpshooters gathered on the riverbanks. An underwater obstruction of sunken steamers, pilings, debris, and other vessels connected by chains was placed just below the bluff, making it difficult for vessels to maneuver in the narrow river.

Blunting previous Union nautical assaults Drewry's Bluff remained an integral part of Richmond's defense until the fall of Petersburg and Richmond in 1865. The garrison at Drewry's Bluff

took part in the evacuation of Richmond and Petersburg. Once Fort Darling had been abandoned by the retreating Confederates, the Union forces quickly cleared a path through the obstructions in the James River beneath Drewry's Bluff. On April 4 President Abraham Lincoln and his son Tad passed the fort on the way up the James River to visit Richmond.

At Drewry's Bluff, Cleaper, Hicks and Johnson and the men of the Charleston Squadron joined with remnants of the Wilmington (NC) Squadron and Virginia based personnel to form "Tucker's Marine Brigade" that was named after its commander, Commodore John R. Tucker.

Battle of Saylor's Creek

The Battle of Saylor's Creek was fought April 6, 1865, southwest of Petersburg. Tucker's Marine Brigade had joined up with two Confederate divisions led by Maj. Generals Curtis Lee and Joseph B. Kershaw. These two divisions made up nearly one fourth of the retreating Confederate army. At Saylor's creek they were cut off by Sheridan's cavalry and elements of the Union II and VI Corps of the Army of the Potomac.

Tucker's Marine Brigade was the only Confederate unit that didn't break under the first Federal charge. After repulsing the charge, the Brigade – numbering 300 to 400 men, was surrounded by six Union divisions. Tucker would not surrender and counterattacked, smashing the 37th Massachusetts Infantry into fragments and tearing into the 2nd Rhode Island in hand to hand combat.

Withdrawing to a wooded area, these Confederate Marines repulsed multiple Federal attacks. Tucker's Brigade was resilient and did so much damage that the Federal generals estimated the "Marine Brigade" to number some 2,000 men. Tucker was ultimately talked into surrendering towards the end of the day.

Note: The Saylor's Creek battlefield was designated a national Historic Landmark in 1985.

Appomattox Court House and The Legacy

The remnants of Tucker's Brigade; four Confederate States Marine Corps officers and 21 enlisted Marines withdrew to Appomattox and surrendered with General Lee on April 9, 1865. The ranking Confederate Marine Officer was 1st Lt. Richard Henderson (former USMC Commandant Gen. Archibald Henderson's son). Standing proudly with Henderson were Charles Cleaper, James Hicks and Joe Johnson, "free men of color" who served with distinction as Confederate States Marines.

*From Drewry's Bluff to Appomattox Court House 1865,
by Ray Davidson*

The Tredegar Iron Works

The Tredegar Iron Works is a historic iron works in Richmond. Opened in 1837, by 1860 it was the third-largest iron manufacturer in the United States. During the War, the works served as the primary iron and artillery production facility of the Confederacy. The iron works avoided destruction during the Evacuation Fire of 1865, and continued production through the middle of the 20th century.

In 1836, a group of Richmond businessmen and industrialists led by Francis B. Deane Jr. set about to capitalize on the growing railroad boom in the United States. The group hired Rhys Davies, then a young engineer, to construct the a new facility, along with a number of his fellow iron workers from the Welsh valley town of Tredegar, Wales, to construct the furnaces and rolling mills. The foundry was named in honor of the town of Tredegar, where iron works of the same name were constructed in the early 19th century.

In 1841, the owners turned management over to a 28-year-old civil engineer named Joseph Reid Anderson who proved to be an able manager. Anderson acquired ownership of the foundry in 1848, after two years of leasing the works, and was soon doing work for the United States government.

Anderson also began introducing slave labor to cut production costs. By the beginning of the War in 1861, half of the 900 workers were slaves, including many in skilled positions. By 1860, Anderson's father-in-law Dr. Robert Archer had joined the business and Tredegar became a leading iron producer in the country.

The commissioning of 900 miles of railroad track in Virginia, largely financed by the Virginia Board of Public Works between 1846 and 1853, offered a further market in steam locomotives and rail stock. One of those attributed with starting the Tredegar Locomotive Works with John Souther was Zerah Colburn, the well-known locomotive engineer and journalist. The company produced about 70 steam locomotives between 1850 and 1860. From 1852 to 1854, John Souther also managed the locomotive shop at Tredegar. Its locomotive production work is sometimes listed with combinations of the names Anderson, Souther, Delaney, and Pickering.

Tredegar also produced the steam propulsion plants for the USS Roanoke (1855) and the USS Colorado (1856). Prior to the War, industry expanded at the Tredegar site under Anderson's direction to include a new flour mill on land leased to Lewis D. Crenshaw and a stove works on land leased to A.J. Bowers and Asa Snyder. By 1860, Crenshaw and Co.

had established the Crenshaw Woolen Mill on adjoining land they owned. This enterprise employed more than 50 people. The Crenshaw Woolen Mill became "the principal source of supply for the Confederate Army's requirements of uniform material" during the first half of the War. A May 16, 1863 fire on the Tredegar/Crenshaw site damaged the mill, which was not rebuilt, and Tredegar purchased the land from Crenshaw and Co. by 1863.

By 1860, the Tredegar Iron Works was the largest of its kind in the South, a fact that played a significant role in the decision to relocate the capital of the Confederacy from Montgomery, Alabama, to Richmond in May 1861. Tredegar supplied high-quality munitions to the Confederacy during the war.

Its wartime production included the iron plating for the first Confederate ironclad warship, the CSS Virginia which fought in the historic Battle of Hampton Roads in March 1862; credit for approximately 1,100 artillery pieces during the war, about half of the South's total domestic production of artillery between the war years of 1861–1865, including the development of the Brooke rifle; a giant rail-mounted siege cannon. The company also manufactured railroad steam locomotives in the same period.

As a result of his difficulties competing with Northern industries due to his higher labor and raw material costs, Anderson was a strong supporter of southern secession and became a Brigadier General in the Confederate Army as the war broke out. He was wounded at Glendale during the Seven Days Battles of the Peninsula Campaign in 1862 and served in the Ordnance Department for the duration of the Civil War.

As the war continued with more and more men conscripted into the Confederate armies, Tredegar experienced a lack of skilled laborers. Scarce supplies of metal also hurt the company's manufacturing abilities during the war and as the conflict progressed it was noticed that Tredegar's products were beginning to lose quality as well as quantity. Even in the summer of 1861, soon after the beginning of the War, the initial quantity of metal was so scarce that the iron works failed to produce a single piece of artillery for an entire month.

During the evacuation of Richmond by the Confederates on the night of April 2–3, 1865, the retreating troops were under orders to burn many of the munitions dumps and industrial warehouses that would have been valuable to the North. Anderson

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The Tredegar Iron Works (continued)

reportedly paid over 50 armed guards to protect the facility from arsonists. As a result, the Tredegar Iron Works is one of few buildings that survived the burning of Richmond.

At the outset of hostilities, Anderson had wisely secured Tredegar assets overseas for the duration of the Civil War and, therefore, was able to restore his business when the Confederate currency collapsed. He petitioned U.S. President Andrew Johnson for a pardon for himself and Tredegar and was back in business before the end of 1865, regaining full ownership in 1867. That same year, Tredegar incorporated with a stock of \$1,000,000.

By 1873, Tredegar Iron Works was employing 1,200 workers and was a profitable business. However, the Panic of 1873 hit the company hard, and as a result of financing difficulties it did not transition to steel, and so faded from national prominence.

In 2000, the former Tredegar Iron Works facility overlooking the James River near downtown Richmond became the site of the main Visitor's Center of the Richmond National Battlefield Park. Sculptor David Frech of Newburgh, New York, was commissioned by The United States Historical Society of Richmond to commemorate the historic arrival of Abraham Lincoln and his son Thomas Lincoln and their tour of the burnt-out Union-captured Richmond, Virginia, April 4, 1865, 10 days before his assassination.

Funds were raised by the Historical society through donations and the selling of miniature versions of the statue as well as bronzed resin copies. The statue, much like the Arthur Ashe

Monument, received a wide array of criticism for its placement. Traditionally reserved for statues of key figures of the Confederacy protests were held at the unveiling April 5, 2003, namely by the Sons of Confederate Veterans. Robert H. Kline, chairman of the historical society, the Richmond-based nonprofit company that commissioned the statue stated that the statue was for the purpose of reconciliation "He came on a mission of peace and reconciliation and I think the statue will serve that purpose for a very long time".

Opponents of the statue claim that the statue commemorates Lincoln's arrival into Richmond a proud victor. Bragdon Bowling, Virginia division commander of the Sons of Confederate Veterans was among the speakers protesting the statues unveiling stating that it represented "a slap in the face of a lot of brave men and women who went through four years of unbelievable hell fighting an invasion of Virginia led by President Lincoln" and that "As a Southerner, I'm offended. You wouldn't put a statue of Winston Churchill in downtown Berlin, would you? What's next, a statue of Sherman in Atlanta?". Other notable protesters include Fred Taylor, president of the Heritage Preservation Association; and Elliott Germain, chairman Virginia League of the South. Dignitaries at the installation ceremony included Douglas Wilder, former Mayor and Lt. Governor Tim Kaine, Mayor Rudy McCollum, and former governor Gerald L. Baliles.

In Harry Turtledove's Southern Victory Series of alternate history novels, in which the South wins the Civil War, the Confederate Army's standard rifle is called the Tredegar, produced by what is by then called the Tredegar Steel Works.



Joseph Reid Anderson (February 16, 1813 – September 7, 1892)

Joseph Reid Anderson was an American civil engineer, industrialist, and soldier. During the War he served as a Confederate general, and his Tredegar Iron Company was a major source of munitions and ordnance for the Confederate States Army.

Joseph Reid Anderson was born at “Walnut Hill” near Fincastle, the county seat of Botetourt County, Virginia in 1813. The grandson of Scotch-Irish immigrants, he was the son of Colonel William Anderson (1764–1839) and Anne (née Thomas) Anderson. The elder Anderson had served in the American Revolutionary War, and was also a colonel of a Virginia regiment in the War of 1812. Joseph’s father was a self-taught engineer and surveyor and was later responsible for the building of the turnpike that is now U.S. Route 220 and (for part of the way) U.S. Route 60 from Fincastle to Covington. Col.

Joseph was appointed to the United States Military Academy at West Point, New York, and graduated 4th in his class in 1836. In recognition of his engineering abilities, Anderson was assigned as an assistant engineer in the Engineer Bureau in Washington before being officially transferred to the United States Army Corps of Engineers on July 1, 1837, as a brevet second lieutenant. His primary duty with the Corps of Engineers was in the construction of Fort Pulaski to guard the Port of Savannah, Georgia.

Anderson married Sara Eliza Archer, daughter of Dr. Robert Archer, the post surgeon at Fort Monroe at the entrance to Hampton Roads in Elizabeth City County, Virginia. Seeking better prospects than army life promised, in 1837, he resigned to work as a civil engineer with Virginia State Engineer Claudius Crozet, who had earlier been a professor of engineering at West Point. Under the Virginia Board of Public Works, Anderson became Assistant State Engineer and served as chief engineer of the Valley Turnpike Company, a toll road which extended between Staunton and Winchester, Virginia in the Shenandoah Valley from 1838 until 1841.

In 1841, Anderson joined the Tredegar Iron Company in Richmond, Virginia, eventually becoming its owner in 1848. By 1860, he was a leading industrialist in the South and his foundry on the James River was one of the largest in the United States, producing steam locomotives, boilers, cables, naval hardware, and cannon.

When the War came, the Tredegar Iron Company emerged as the industrial heart of the Confederate States of America. Using slave and free labor, Anderson supervised ordnance and munitions production through most of the war.

Anderson, a supporter of southern secession and states’ rights, was commissioned a brigadier general in the Confederate Army on September 3, 1861. Initially assigned to command the Confederate forces at Wilmington, North Carolina, in April 1862, he was reassigned to the area around Fredericksburg, Virginia, opposite Union Maj. Gen. Irvin McDowell.

With the mounting threat to Richmond during the Peninsula Campaign, Anderson was placed in command of the 3rd Brigade in A.P. Hill’s newly formed “Light Division.” During the Seven Days Battles, he saw action at Mechanicsville, Gaines’ Mill, and was wounded at Frayser’s Farm on June 30, 1862.

General Anderson resigned his army commission on July 19, 1862, and served the Confederate war effort in the Ordnance Department until the evacuation of Richmond on the night of April 2–3, 1865. As the retreating Confederate troops burned many of the munitions dumps and industrial warehouses that would have been valuable to the North, Anderson reportedly paid over fifty armed guards to protect the Tredegar facility from arsonists. As a result, the Tredegar Iron Works is one of few Civil War era buildings in the warehouse district that survived the burning of Richmond.

During the Federal occupation of Richmond, the U.S. government had confiscated the Tredegar Iron Company’s property, but Anderson regained control in 1867 and remained a prominent Virginia businessman as its president. His son, Archer Anderson, became involved in the business, and became president of the Tredegar Iron Works after his father’s death.

After his wife Sara died in 1881, Anderson remarried. His second wife was Mary Evans Pegram, making him a brother-in-law to Confederate General John Pegram and Colonel William Ransom Johnson Pegram, both of whom had been killed during the war.

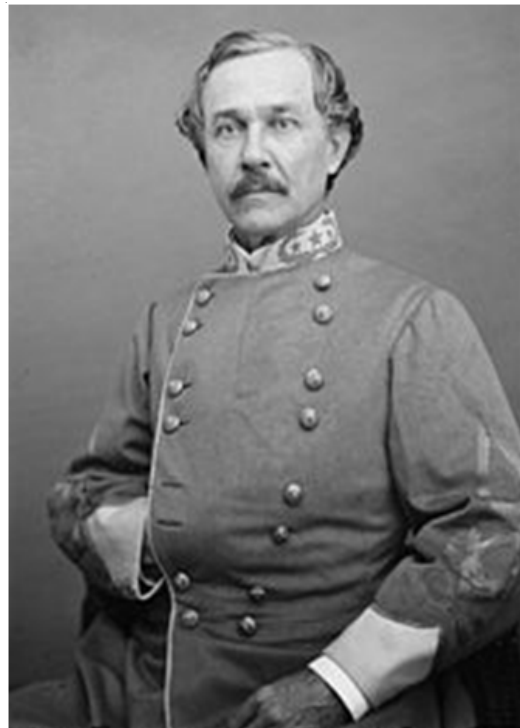
Joseph Reid Anderson died while on a vacation at the Isles of Shoals, New Hampshire. It was widely reported that 30,000 citizens came to his funeral when he was buried in Hollywood Cemetery in Richmond, Virginia.

Today, Anderson’s former Tredegar Iron Works facility overlooking the James River near downtown Richmond is the site of the main Visitor’s Center of the Richmond National Battlefield Park.

His great niece, Ellen Glasgow, was a Pulitzer Prize winning American novelist.



BG Micah Jenkins Camp # 1569
4240 Mt Gallant Road
Rock Hill, South Carolina 29732



Joseph Reid Anderson (February 16, 1813 – September 7, 1892)