



KINFOLKS

SOUTHWEST LOUISIANA GENEALOGICAL
SOCIETY, INC.

ISSN 0742-7654

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SOUTHWEST LOUISIANA GENEALOGICAL SOCIETY, INC. organized in 1973 to gather, process and preserve genealogical material, is a non-profit, educational organization. Its objectives are to promote interest in genealogy, to encourage and assist its members in genealogical research, and to conduct such subsidiary projects as shall contribute to that end. SWLGS was incorporated in 1991. The Society does not maintain an office. Telephone numbers listed in *Kinfolks* are private numbers. All work is done by volunteers.

MEMBERSHIP per calendar year is: \$12 – individuals, \$17 – families (husband and wife) and \$22 – patrons (individuals or husband and wife, provides additional financial support). Membership begins in January each year and includes an annual subscription to *Kinfolks*. Members joining after January will receive quarterlies for the current year. Correspondence and dues should be sent to SWLGS, P. O. Box 5652, Lake Charles, LA 70606-5652.

SWLGS holds its regular meetings on the 3rd Saturday of January, March, May, September and November at 10:00 A.M. in the Carnegie Meeting Room of the Southwest Louisiana Genealogical & Historical Library, 411 Pujo St., Lake Charles, LA. Programs include a variety of topics to instruct and interest genealogists.

KINFOLKS are published quarterly. Issues should be received by the end of March, May, September and December. Notify the SWLGS of a change of address as soon as possible to assure delivery. Queries are free to members, \$2 for non-members. Single issues are \$4.00. Back issues are available from 1977. *Kinfolks* is indexed in the Periodical Source Index (PERSI), Fort Wayne, IN.

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SOCIETY NEWS

SWLGS Web Site – <http://www.rootsweb.com/~laslgs/swlgs.htm>

MARK YOUR CALENDARS FOR UPCOMING SOCIETY MEETINGS

Saturdays, 10 A.M. – March 17th, May 19th, September 15th and November 17th

ELECTED OFFICERS FOR 2007

President – PAT HUFFAKER

Vice-President – MYRA WHITLOW

Recording Secretary – LANE OLIVER

Corresponding Secretary – DOT AKINS

Treasurer – ROSIE NEWHOUSE

MARCH MEETING

The regular meeting of the Southwest Louisiana Genealogical Society, Inc. will be held on Saturday, March 17th, 2007, at 10:00 A.M. in the Carnegie Meeting Room of Southwest Louisiana Genealogical & Historical Library, 411 Pujo St., Lake Charles. Coffee and fellowship begin at 9:30 A.M. Guests are always welcome.

The program will be “Irish Songs & Stories” presented by ROBERT LANDRY of Jennings, La.

NEW MEMBERS

1489. A. MICHAL McMAHON, 116 Ridgewood Estates, Morgantown, W. Virginia 26508

1490. JAMES R. WELCH, 6425 Hwy. 90 East, Lake Charles, LA 70615-4710

1491. ZOLA M. BOURGEOIS, P. O. Box 82605, Baton Rouge, LA 70884-2605

1492/93. MICHAEL & MARGARET ROY, 125 Ricky Young Rd., DeRidder, LA 70634

1494. HOWARD SIGLER, 4887 Onita Dr., Arlington, TN 38002-5788

1495. DARLENE BUSHNELL NORTMAN, P. O. Box 1348, DeQuincy, LA 70633

Membership To Date: 227

MARCH IS WOMEN'S HISTORY MONTH. Among the many women who made significant contributions were two English queens, EDITH, the widow of EDWARD the Confessor, and MATHILDA of Flanders, the wife of WILLIAM the Conqueror, who brought apple trees from Normandy to England. Apple trees thrived in the English soil, and the fruit became added sustenance and a welcome addition to the English diet. Descendants of these apple trees were brought to the American colonies by English settlers.

APRIL IS CONFEDERATE HISTORY MONTH. Interest in the War Between the States continues to increase as scholars find new bits of information on the war.

COMPUTER USERS: The following definitions are self-explanatory:

.com for commercial businesses

.org for non-profit organizations

.edu for educational institutions

.gov for government organizations

.net for network providers

.mil for U. S. military organizations

CALENDAR OF EVENTS

PLEASE mark your calendar to show the upcoming SWLGS meetings and events of other societies.

2007

MARCH 17 – SATURDAY – SWLGS REGULAR MEETING – 10:00 A.M.
CARNEGIE MEETING ROOM, 411 PUJO ST., LAKE CHARLES, LA
SPEAKER: ROBERT LANDRY of Jennings, LA.
PROGRAM: “IRISH SONGS & STORIES”

APRIL 14 – Saturday, LA Genealogical & Historical Society Seminar–9 A.M. – 4 P.M.
Where: Embassy Suites, 4914 Constitution Ave., Baton Rouge, LA (College St. Exit)
Speaker: JOHN A. SELLERS – “On the Road Again-Finding Genealogical Gems at Your Ancestral Home”, “History’s Role in Your Genealogical Pursuits”, “Making Sense of Internet Census Searching” and “What Do You Mean, ‘It Burned?’ Is All Your Research Up in Smoke.”

Registration: By April 1st, members - \$30, non-members or anyone registering *after* April 1st - \$35. Meeting and seminar include coffee breaks and free parking. Lunch is not included. Restaurant on premises and others available nearby. Book vendors also will be present during the day. Block of rooms reserved, call Embassy Suites @ 1-800-362-2779 (deadline March 23).

MAY 19 – SATURDAY – SWLGS REGULAR MEETING – 10:00 A.M.
CARNEGIE MEETING ROOM, 411 PUJO ST., LAKE CHARLES, LA
SPEAKER: BETTY SANDERS ZEIGLER
PROGRAM: 400th ANNIVERSARY OF JAMESTOWN, VIRGINIA

OCTOBER 27 – SATURDAY – “BRANCHING OUT IN GENEALOGY”
Sponsors: Southwest Louisiana Genealogical & Historical Library, Libraries Southwest, and the Southwest Louisiana Genealogical Society, Inc.
Where: Lake Charles Civic Center, Lake Charles, LA. Free parking.
Speakers: JOHN SELLERS and BENNETT GREENSPAN.
VENDORS DOOR PRIZES REFRESHMENTS
More details later.

NEW ADDITIONS TO THE SW LA GENEALOGICAL & HISTORICAL LIBRARY

Our French Canadian Ancestors: Volumes 24, 25, 29 and Index to Volumes 1-30
Cajun Families of the Atchafalaya
Tirailleurs – History of the 4th LC and the Acadians of Co. H
West Baton Rouge Families
The Genealogy of an Acadian and Cajun Family (Melanson-Melancon)

WORLD WAR II IN THE GULF OF MEXICO

The guest speaker for the November program of the SWLGS was CHARLES J. "C. J." CHRIST of Houma, Louisiana. Mr. CHRIST, who was in Lake Charles High School during the war, spoke on the German U-Boat activity in the Gulf and has written a book on the subject, entitled *World War II in the Gulf of Mexico*. He told that for every merchant ship that was attacked, the U. S. Naval Intelligence made a document called *Summaries of Survivor Statements* that contained interviews with every survivor. Mr. CHRIST has 1,574 reports of attacks on allied shipping from 8 December 1941 to 27 July 1945. He has interviewed Admiral DONITZ, Commander of the U-Boat operation, who later became head of the German Navy and head of the Third Reich after HITLER committed suicide. Mr. CHRIST also has a copy of DONITZ's daily diary, beginning on 1 September 1939 and ending 8 May 1945, the last day of the war. The diary records the position of every U-boat....whether it was in or out of port, in sea trials, or in route to or from an operational area.

From the diary and from company records, we know much about ships that were sunk in the Gulf. After the war, Esso (now Exxon) published a book entitled *The Esso Fleet in World War II*, which gives minute details of everything that happened to their ships, including the names of crewmen, their hometowns, positions on the ship and their final fate...killed, wounded or survived...and where the survivors were taken. There is also correspondence between the insurance companies, the government, and the Navy. Mr. CHRIST met the Germans who belonged to the *Verband Deutscher U-Bootsfahrer*, a group of ex-U-Boat captains, and later joined their organization and became friends with some of them. Propaganda during the war often exaggerated the claims of fliers and submariners, but reports from logs and other sources confirmed the truth.

Military information considered secret retains its secret status for thirty years. In 1975, the Americans and British began releasing German records so they could be reviewed by the public. Thanks to Mr. CHRIST's connections to SPEEDY LONG, a Louisiana politician, he was able to get records just a few days after they were declassified. He also has the logs of 128 German U-boats that served in the Gulf of Mexico and were not sunk. The following article is abstracted from Mr. CHRIST's talk.

German submarines were called "U-boats," which stood for undersea-boats. They came to the Gulf of Mexico in 1942 because of the prolific refineries in the area, near Brownsville, Corpus Christi, Galveston, Bay City, Sabine Pass, Port Arthur, Lake Charles, Baton Rouge, New Orleans and Pascagoula. Admiral DONITZ sent U-boats into the Gulf to stop the tankers before they could get into the Atlantic Ocean. German submarines were warned not to engage the war ships of any nationality. Their first priority was to sink loaded tankers, then empty tankers. Thirdly, they were to sink big, loaded freighters, and finally, to sink freighters, loaded or not. DONITZ's philosophy was "England is over there by itself without refineries or oil fields. They have to get everything they eat or burn by ships. If we can get out in the Atlantic along the east coast of the U. S. and in the Gulf of Mexico and sink those ships before they get to Europe, we will win this war in no time at all." The Germans really came very close to winning the war.

The first U-boat entered the Gulf of Mexico through the Florida Straits near Key West on the night of 4 May 1942. It was the U-507, captained by HARRO SCHACHT. The speed of a submerged German sub was about 4 or 5 knots and could only be sustained for 6 or 8 hours. A submerged sub couldn't compete with the strong currents in the area and would eventually run backwards. Therefore, the U-boats had to remain above water and crossed the Florida Straits only at night. They were surprised to find that all the lighthouse lights were on...at the Dry Tortugas, Rebecca Shoals, and Key West...just like in peacetime. The first ship the Germans saw had all of its running lights on, and was following the normal civilian route. The ship was the *Munger T. Ball*, loaded with gasoline and kerosene. The German U-boat torpedoed the tanker. The radio operator sent an SOS, stating the ship had been torpedoed by a German submarine, was on fire, and the crew were abandoning ship. He got an answer from another ship eleven miles north, saying that they could see the ship burning. The *Munger T. Ball* made a big fireball and disappeared completely, leaving nothing but small debris on the water.

Captain SCHACHT decided to pursue the second ship, which according to its log, "received the SOS of the *Munger T. Ball* and started north at full speed because we wanted to get out of the area." The fully loaded ship could only make about 11 or 12 knots an hour, but the submarine could do about 20 knots above water and at night. The U-boat sank the second ship, and before daylight on the first day, the German U-boat had sunk over 12,000 tons of American shipping.

The captains of both vessels were writing in their logs, but there was discrepancy in time. As it turned out, the German Navy only used Berlin Mean Time, the time it was in Berlin, which is six hours different from U. S. Central Standard Time. There was another difference in the Americans and Germans. In the U. S. Navy there is a team up in the conning tower and one in the control room who compare data all the time, but the captain makes the final decision. This is not so in the German Army. The captain of a German submarine is an absolute monarch, but in combat, he has a yeoman who writes down everything the captain says in the present tense, and the notes are put into the captain's log. Along with the logs was a "navigator plot" that gave the courses and positions at various times. Every transmission sent or received is also in the logs, so it's a complete diary of what went on in the U-boats.

The onslaught of German submarines started coming in. The second U-boat was the U-506, with ERICH WURDERMANN as captain. WURDERMANN was not as organized as Captain SCHACHT. WURDERMANN came in, not knowing how long he would stay in the Gulf nor how much fuel he would need, and asked SCHACHT if he had any fuel to spare, but all communications had to go back to France; submarines in the same waters could not chit-chat with each other. Through France, SCHACHT warned the 506 that a patrol craft called the *Eagle* was nearby and looking for them. The log of the 506 shows they actually heard pinging against their hull while they were submerged.

In May and June 1942, tankers left the ports and were alone in the Gulf of Mexico. There were no escorts and they didn't have the radar and sonar we have today. After they left the refineries, they hugged the coastline; they didn't want to go into the middle of the Gulf where the submarines could pick them off. The tankers tended to anchor off Sabine Pass or Galveston Pass, then hurried to the mouth of the Mississippi River, and went on as fast as possible to Key West and the Florida Straits to pick up an escort and go up the Atlantic Coast. The German U-

boat captains came directly to the shipping routes to hunt their prey. WURDERMANN's log names Trinity Shoals, Ship Shoal, Southwest Pass Lighthouse, South Pass Lighthouse, and Sabine Pass. He saw these lighthouses and knew just where he was and where he knew the ships would come on the shipping lanes. There are routes in the water, just like those on land. If you stay in the shipping lanes, then the U. S. Coast Guard and the Corps of Engineers guarantee there's a swept channel. They go with two ships and drag a wire between them. If they get hung up on something, they send divers to identify it. They had big ships that either haul the impediment out of the shipping lanes or blow it up with dynamite so it won't cause a problem for other ships. The German captains assured me, "We didn't have to chase you Americans or go up after you; all we had to do was sit there on the bottom in the shipping lanes and wait for you to fill our periscopes, and as you filled our cross hairs, BOOM!...we sank them."

In May 1942, the Germans sank 41 ships in the Gulf. These ships carried trucks, ammunitions and up to 100,000 barrels of gasoline refined from one of the refineries along the Gulf Coast. It took a lot of time to make the supplies, drill and refine the oil, and load the ship, and POOF...everything was gone in 120 seconds. So if we lose 41 ships in a month, we're losing the war. We can't build and fill ships that fast, so the Navy and Coast Guard got real busy.

In 1938, the Joint Chiefs of Staff had come up with a plan called Secret Serial that provided that the branch of the service that was repelling an assault on the East or West Coast could command the assets of all other branches of the armed forces. In the assault against the Gulf Coast in May, the Navy was given the support of the Air Force and Coast Guard. They began confiscating civilian boats, and the Navy sent men who were already trained to handle artillery pieces and machine guns to engage the U-boats. They took fishing boats, and put depth charge racks on the back to carry two or three depth charges, and would put machine guns on the boats, which was ridiculous. The Germans had been at war for two and a-half years, and were very good at what they did; they did not come over here to chase shrimp boats.

A twin-engine Coast Guard airplane that was in Houma checking on illegal fishing and illegal shipping of booze dropped depth charge bombs on a submarine that was surfacing just off Houma, and for 58 years was given credit for having sunk that submarine. However, records prove that, regardless of the stories, only one submarine was actually sunk in the Gulf...and that's another story. In 2001, the wreck of the U-166 was found about 45 miles from the mouth of the Mississippi River, about 100 miles from where it was believed to have been sunk.

Americans were doing everything they could to keep from having further losses. People didn't know that the Germans might not come up the channel at Port Arthur and shell the refineries, or go in at Galveston or Houston, or come into Lake Charles and shell the refinery at Conoco. Rumors of spies started in all seashore towns...Galveston, Port Arthur, Cameron, Creole, New Orleans, Pensacola, Corpus Christi, etc. For years I went as a charter airplane pilot to those towns. While I was waiting for my passengers, I would go to the waterfront and interview somebody with gray hair and ask them what they were doing during the war...and somebody would tell that the people over here were furnishing the Germans with gasoline, diesel, groceries, newspapers, etc. That never happened, but the rumor's still not dead. Actually, the U-boat pens on the Bay of Biscay were about 4,000 miles from the mouth of the Mississippi. The round trip was 8,000 miles, but the subs had a 11,500 mile range, so they didn't need anything from this

hemisphere. In an interview, Admiral DONITZ emphatically denied that the Germans were ever supported by Americans, stating how ridiculous it would have been to meet a shrimp boat offshore to take on three drums of lubricating oil, diesel fuel, or groceries. The oil might have been filled with sand, and the diesel fuel might have contained sugar, all of which would stop an engine...and the contact person might have been untrustworthy.

The submarines were not equipped to fight on the surface, so by day they would go to the bottom of the Gulf, turn off their lights and their crews would sleep. They burned no electricity at all except for a lantern on the wall. Just about dark, they would come to the surface and look around, and if the coast was clear, would run their diesel engines to charge their batteries. When the batteries were fully charged, they were ready for the hunt, and would hunt all night. Two types of German submarines came here. The Type VII-C, the most common German type, was not a long-range boat, and only two of them came to the Gulf. When the Class VII submarines came to the U. S. or the Caribbean, they were small submarines that could stop in mid-ocean to take on more fuel and supplies from the "milk cows," long submarines with no armament and no torpedo tubes to protect them. The "milk cows" carried a tremendous amount of fuel, spare torpedoes and spare people for about any emergency. On "Black March" in 1943, the Germans lost the ability to refuel.

In German Captain KOITSCHKA's log for his second cruise on his U-boat, he told that he had come out of Kiel, went north, and then went into Lorient, France, where they had just built submarine pens, heavy concrete bunker-like docks to protect the subs from Allied bombers. It was common practice to bring the new vessels into the Bay of Biscay to the U-boat pens in France. On the journey, they had to battle tremendous waves in the North Sea. A critique that the flotilla Commander and staff made of his trip, said, "Not an aggressive skipper; came into port with torpedoes in his tubes." KOITSCHKA was quite upset about that, because he had almost killed his whole crew. He had spent twenty-seven seconds under water in the North Sea in February in forty-six degree water. The captain spent the entire war in the Mediterranean.

When the U-505 was captured after June 1944, we acquired the Enigma machine, the German secret coding machine that enabled the U. S. to listen in on the radio communications between headquarters and the submarines. In the entire war there was only one operation to kill a specific U-boat, and that was Captain KOITSCHKA's U-boat. He came out of Toulon, France, and went into the Mediterranean where he sank so many ships that the Allies had a hard time furnishing freight, ammunition, gasoline, and men for the North African campaign. In "Operation Monstrous," they sent six destroyers and a whole squadron of RAF bombers to Oran in North Africa with instructions to stay out until they got KOITSCHKA's U-boat. They chased him for three days and finally caught him. By the end of the second day, he was nearly out of ideas, gas, and electricity. He closed the hatches of the sub and took her down. The air in the sub was all they had; when they ran out of air, they would either have to come up or die. He came up and was captured by two destroyers. His submarine still lies at the bottom of the Mediterranean.

The U-boat captains who survived the war were the ones who were successful at the beginning and were promoted to higher ranks, such as Flotilla Commanders or staff officers. By the end of the war, only one in ten U-boats ever came back. They sustained the highest loss of any other

service of any nation in World War II, with 82% killed, and another 6 to 8% wounded or taken prisoner. Captain SCHACHT did not survive the war.

Many Prisoners of War were sent to South Louisiana. Except for 3,000 Italian prisoners at Camp Plauche in Harahan, the rest of the prisoners were from ROMMEL's famous Afrika Corps. Houma had two camps; one with 444 prisoners, and the other with 372. Donaldsonville had 1,146; Jeanerette, 860; Port Allen, 774; Franklin, 543; Thibodaux, 483; Reserve, 359; Youngsville, 306; St. Martinville, 350; Kaplan, 290; Eunice, 281; Rayne, 279; Arabi, 278; Mathews, 272; and Lake Charles, 244. The POW camp in Lake Charles was on Sallier Street, in the woods just off Lake Street, near the Harbor and Terminal District. Bell City had 274; Gueydan had 198; Iowa had 178; and there were also POW camps at Sulphur (behind Sulphur High School), Hammond, Lockport, Hahnville, Port Sulphur, Algiers, Point a la Hache, Simsport and Melville. Enlisted men worked in the rice, cotton, and cane fields to replace farm workers who had gone off to war. Officers were not required to work. Farmers paid the prisoners about 50 cents a day, and paid the government a nominal fee for supplying workers. After working in the fields, the prisoners were taken back to the base camp for the night. There was only one attempted escape. These POWs were better treated than any others in history. There was enough food to feed them and enough gasoline for trucks to transport them to the fields. We needed to keep them healthy in order to work. They helped bring in the crops of 1943, 1944 and 1945. Many people had German ancestors and could communicate with the POWs. We hoped that by treating the POWs well, the Nazis would reciprocate and treat American POWs humanely. We censored POWs' mail, so we could control what their families back home read of their treatment in the U. S. This news caused many Germans to surrender.

There was real fear of German invasion from the Gulf, and of saboteurs and bombings. In an effort to help, WILLIAM "WIN" HAWKINS offered his assistance and his hunting camp at Grand Chenier to the Coast Guard, but they were too busy to listen to him. Two weeks later he was called after two officials driving along Hwy. 90 just east of Lake Charles stopped and picked up some hitchhikers. They were Germans, who had escaped Europe through Spain and then went to Cuba. A Cuban boat dropped them off shore at Bayou Constance, and they swam ashore. When asked how many of them there were, the Germans answered, "Twenty-six, in all." HAWKINS was put in uniform and was assigned to set up a beach patrol, using his hunting camp as headquarters. Stations were set up at Johnson Bayou, Cameron, Creole, Grand Chenier, Big Bayou Constance, Rollover Bayou, Mulberry and Chenier au Tigre. Towers were built every 12 miles, and men were assigned to patrol the beaches 24 hours a day on horseback with dogs. These men, called the "Cajun Coast Guard" or "Swamp Angels," knew the area along the coast very well. They had to rescue two airplane crews that crashed in the marsh, and also had to rescue the military rescue team who was trying to recover some top secret equipment from the crash site.

[EDITOR'S NOTE: For additional information on the wartime activities of submarines in the Gulf, and on German POWs in the Lake Charles area see *Kinfolks*, Vol. 23 #1. For information on the Swamp Angels, see *Kinfolks*, Vol. 23 #2. For information on his book, contact Mr. C. J. CHRIST at P.O. Box 10037, Houma, LA 70363. or call 985-872-3843.]

YOUR FAMILY TREE - THE GIFT THAT ONLY YOU CAN GIVE

1942: A TURNING POINT

*Now, this is not the end; it is not even the beginning of the end.
But it is, perhaps, the end of the beginning.* Winston Churchill

The year 1942 was a crucial year for our country, as well as a turning point in World War II. Most of the country had recovered from the Great Depression. About 2/3 of the population made up the Middle Class and earned from \$1,500 to \$3,000 a year, the equivalent of \$15,000 to \$40,000 today, but prices were cheaper. Nylon stockings had replaced those made of silk, but were hard to find and still expensive...about \$1.75 a pair. Americans sang romantic songs, such as *Green Eyes* and *I Don't Want to Set the World on Fire*; and peppy songs like, *Daddy and Chattanooga Choo Choo*; and songs, such as *The White Cliffs of Dover* and *My Sister and I*, that recalled the war in Europe. Most of Europe had fallen to the Nazis. England had survived the deadly Battle of Britain, but had suffered grave losses and stood virtually alone. As Americans sang *There'll Be Some Changes Made Today*, the whole world was changing!

As 1942 began, the U. S. faced grave danger. On 7 December 1941, the Japanese bombed Pearl Harbor and destroyed most of the Pacific Fleet and Air Force, while simultaneously attacking U. S. outposts on Wake, Guam and Midway and bombing the Philippines. The U. S. declared war on Japan for its sneak attack, but the threat of Japanese invasion of American territories and the American mainland was all too real. On 12 January, Japan declared war on Holland and began gobbling up the islands in the Dutch East Indies. On 25 January, Thailand declared war on Britain and the U. S. By February, the fortress-city of Singapore was threatened by Japanese troops. Ironically, the city was thought to be impregnable. An attack from the sea had little chance of success; all the city's artillery faced the sea and the waters were mined. The jungle surrounding the city was supposedly impenetrable, but once again, the Japanese did the unexpected. They crossed the jungle and came to Singapore riding bicycles, with their guns slung over their shoulders. There was little defense, as all the artillery was imbedded in concrete and could not be turned toward the jungle. On 5 February 1942, 82,000 British surrendered in the largest capitulation of British troops ever, and typical Japanese atrocities began.

Defeat followed defeat at the beginning of 1942. One by one, French, Dutch and British colonies in Asia, with rich oil and mining industries, vital rubber plantations, and lucrative spice and tea plantations, fell to the Japanese. Hong Kong, Thailand, Burma, Indonesia, Malaya, Borneo, Sumatra, Java, New Guinea and thousands of small islands in the Pacific fell, and Australia and New Zealand were threatened. The Chinese still battled with the Japanese invaders, while nearby in India, pro-Nazi Indians joined the German Army in North Africa, while GHANDI organized riots and strikes to impede the war efforts. Although the British had already offered India its independence after the war, GHANDI thought this was a prime opportunity to rid India of British rule, and ordered his people to offer only "passive resistance" to the Japanese. In the Philippines, MacARTHUR's Army fought valiantly, but had too few weapons and airplanes to push back the Japanese. Manila fell on 2 January, and the American Army and their Filipino allies retreated to defensive positions at Bataan, where the 26th U. S. Cavalry had the last cavalry charge in modern history. However, the horses and courageous men were no match for the artillery and snipers of the enemy. The Japanese were winning every battle and were convinced that they were invincible!

War jitters and rumors flourished everywhere. On 23 February 1942, a Japanese submarine shelled an oil refinery off the coast of Santa Barbara, California. Although there was little damage, fear and suspicion arose about the Japanese in America. It was common knowledge that the Japanese did not mix well with the rest of the population and that many were still loyal to their Emperor. Were they all spies and saboteurs? Would they help their countrymen invade the country? No one really knew! On the other side of the country, German U-boats torpedoed oil tankers, cargo ships and other vessels within view of the beaches along the Atlantic and Gulf Coasts. Was this the prelude to an invasion? Were the subs deploying saboteurs, spies and Fifth Columnists? At night, lights from the shore silhouetted the ships, making it easy for submarines to pick off unarmed and unescorted vessels. The lights also guided the way for spies to come ashore. Still, some people protested that turning off their neon signs and waterfront lights might hurt their businesses, but by April mandatory blackouts were ordered.

By mid-March, the situation in the Philippines was critical. The Americans and Filipinos began to retreat to Corregidor where they thought they could hold out until help arrived. On 11 March MacARTHUR and his family left the Philippines, a sure sign that the Philippines were doomed. Only a few submarines got through the Japanese blockade to bring in supplies and to take people out. Hunger plagued the troops; ammunition and supplies were almost gone. Some men experimented with eating the local plants, but many of them were poisonous. Some shot monkeys from the trees and made soup. Finally the cavalrymen were forced to kill their horses; the horses consumed valuable grain and the horsemeat provided food. Inevitably, the defenders became weaker, and fell victim to malaria, dengue fever, beriberi, scurvy, and dysentery.

On 1 April, the Japanese launched a major sea, land and air attack on Bataan. The 75,000 sick, wounded and weary defenders had no food or ammunition. Not all the defenders were soldiers; some were cooks, clerks, nurses, doctors, truck drivers, contractors, and civilian plantation workers. The fall of Bataan was a huge defeat suffered to the U. S., but was a huge victory for the Japanese. After Bataan fell, the Japanese herded the survivors together and began the Death March, a 65-mile trek to the north. About 10,000 men---Americans, British, Dutch, Australians and Filipinos---perished along the way, dying from thirst, starvation, heat and various health problems, as well as from the violence and cruelty from Japanese soldiers. The East and West had vastly different religious, cultural and political traditions. The Americans hated Japanese for their sneak attack on Pearl Harbor and deplored their attitudes towards prisoners, especially white people. Japanese behavior was linked to the Geneva Convention of 1929, when the Japanese had refused to ratify the Geneva Convention that provided for the humane treatment of prisoners-of-war. They regarded surrender as a traitorous and criminal act, disgraceful to themselves and their families; therefore, prisoners-of-war had no status and were treated like dogs. Some Japanese officers repeatedly told soldiers that Asia was for Asians, and all white people were trying to take over Asia. As a result, many Filipinos and Chinese were killed for betraying their fellow Asians. Americans soon learned that stories of atrocities and crimes that the Japanese had committed in China and Malaya were not exaggerated.

Few attempts to relieve Bataan or Corregidor succeeded. The *USS Spearfish*, one of the submarines that successfully evaded the blockade, took supplies into Corregidor and brought out about a dozen Army nurses. About the same time that the Battle of the Coral Sea was raging, Corregidor was being shelled and bombed night and day. The defenders of Corregidor, like those

of Bataan, were defeated by starvation and insufficient supplies, and the 15,000 men of the American-Filipino Army were forced to surrender. Their surrender was followed by unspeakable atrocities. Ironically, the Pulitzer Prize for 1942 was won by CARLOS ROMULO, a Filipino newspaper owner who had been press aide to MacARTHUR at Bataan. He had written on the recent Japanese aggression and atrocities in China. Now these were occurring in his own land.

The small remaining American-Asiatic fleet combined forces with some British, Dutch and Australian Navy forces. Despite linguistic problems and against superior odds, they fought courageously in the battles of the Java Sea and the Sunda Strait, but these battles destroyed what was left of the Asiatic fleet. Some authorities argue that the ships could have been better used in evacuating men from Malaya, Singapore, and the Philippines. MacARTHUR wanted a fleet of PT boats, but only about a dozen of them were in the Philippines. Several hundred PT boats, plywood motor torpedo boats equipped with machine guns, harassed the Japanese fleet in all the island campaigns. The boats, built in New Orleans, were powered by Rolls Royce engines and could maneuver at speeds of 50 to 60 miles per hour, darting in and out of the convoys, sinking and shelling ships. Then Manila and Singapore fell, and there were Japanese victories in Malaya and the East Indies. By the first of April, Japanese forces had landed in New Guinea.

Two of the greatest boosts to sagging American morale were the bombing of the Japanese fleet on 2 April and General JIMMY DOOLITTLE's Tokyo Raid on 15 April 1942, when a force of B-25s launched from the decks of the *Hornet* and *Enterprise* bombed the Japanese homeland, a feat the Japanese had thought impossible. Although relatively little damage was done, the raid was a moral victory for the Americans and a blow to the arrogance of the Japanese; but the raid also had unseen consequences. It created panic among the Japanese military officials when it was learned that the planes had been launched from an aircraft carrier. Every Japanese plane and ship was sent to hunt the American fleet. Thousands of radio messages were sent by the Japanese and intercepted by the Americans; these messages helped American naval intelligence officers decipher parts of the extremely complicated top-secret Japanese code, PURPLE. In May, Mexico declared war on the Axis Powers, followed by Brazil in August.

As the spring thaw began in Russia, the Nazis were on the doorsteps of Moscow and Leningrad, and the battle of Stalingrad was about to begin. If the Russians were defeated, the Germans would be free to turn all their forces against the Allies, so Allied help was needed. Under the Lend-Lease Act, President ROOSEVELT sent tanks, airplanes, guns, ammunition, and clothing to England and Russia, but German U-boats and warships sank many of the merchant ships. Trouble appeared in Iran, which had become a British protectorate after World War I. In return for help in ridding Iran of the British, the Arabs promised oil to Germany, and bitter and prolonged fighting took place before the Germans were driven out of Iran.

In May, the Japanese made an effort to expand their empire still further. They took the island of Tulagi in the Solomons from where they could launch attacks on the other islands, New Guinea and even Australia. Midget submarines attacked the port of Sydney, Australia, and brought fear of a Japanese invasion. The Japanese turned their attention to Guadalcanal. While the men on Corregidor were fighting their last battles, on 7 May 1942, the American and Japanese fleets clashed at the Battle of the Coral Sea. Two American aircraft carriers, the *Lexington* and the *Hornet*, were pitted against the Japanese carriers *Shokaku* and *Zuikaku*. Forty-seven American

planes and their crews were lost, but the torpedoes they carried did little damage to the Japanese ships. American torpedoes were ineffective; they may have been mechanically defective or just too slow, allowing time for the ships to evade them. The Japanese crippled the *Hornet* and fatally damaged the *Lexington*. The cost of the battle was high, but the Japanese assumed both carriers had sunk, and later greatly underestimated American naval power. Again, intercepted messages helped solve the Japanese code, "PURPLE."

By early May, the Japanese were gathering their forces to attack an unknown target. It was suspected that Midway was the target, but on 3 June, the Japanese sent a small diversionary force to Dutch Harbor in the Aleutian Islands, hoping that the American Fleet would take the bait and sail for the North. They planned to attack Midway the next day. Midway was the last American naval outpost in the western Pacific and the last warning station for Hawaii and the American mainland. It was also necessary to the Japanese for the defense of their homeland. The Americans did not fall for the ruse, and to confirm that Midway was the target, reported that its fresh water plant on the island was broken. The Japanese intercepted the message and sent the information to the admirals. The decoded Japanese radio traffic proved that Midway was indeed the target. Although they had broken the diplomatic code earlier, the code "PURPLE" was much more complicated. Credit for breaking the Naval Code went to Commander JOSEPH JOHN ROCHEFORT, a cryptologist and expert in the Japanese language. When Pearl Harbor was attacked, only 10% of the code could be read; by June 1942, all of it could be understood. Knowledge of the Japanese code "PURPLE" gave the outnumbered American fleet the advantage of surprising the Japanese off the island of Midway, and the tide of war began to turn. Admiral YAMAMOTO had no idea that the Americans did not fall for his trap. Instead, the entire Pacific Fleet, including the *Yorktown*, which he thought had sunk but had been repaired in Hawaii, was waiting for him at Midway.

At dawn on 4 June, the Japanese attacked Midway, and the battle began. Outnumbered, the American pilots took off to fight the enemy. Although many airmen sacrificed their lives, none of their torpedoes or bombs hit their targets, but the land-based planes convinced the Japanese that no American carriers were in the area; they thought that their plan was going well. Later in the day, however, flights of carrier-based torpedo planes and bombers attacked the Japanese ships. The first planes did little damage, but many Americans lost their lives and their planes. Then two groups of dive bombers caught the Japanese unprepared, with all their planes on deck, being refueled or rearmed with torpedoes, waiting to take off to strike the American ships. The Americans scored direct hits on many ships. The four aircraft carriers that had taken part in the attack on Pearl Harbor were now at the bottom of the sea, but the Japanese planes had fatally wounded the *Yorktown*. The Japanese escaped in a fog bank and headed home. The Battle of Midway was one of history's major sea battles. It was the first time that the Japanese had been beaten, and it presented them with a physiological blow, as well as a military defeat.

In August 1942, American marines landed on Guadalcanal in the Solomon Islands. Victory at Guadalcanal was the first step toward reconquering the Philippines and the eventual defeat of Japan. After fierce hand-to-hand fighting, Allied forces gained control of the island by the end of the year. Casualties were so devastating that news reports to the American people were delayed or altered. So many American and Japanese ships were sunk off Guadalcanal that the channel to the island became known as Ironbottom Sound. American forces continued their

island-hopping and won back territory, inch-by-inch, mile-by-mile, and island-by-island...and paid a high price in lives for their victories.

While the Pacific island battles raged, German U-boats took a terrible toll against Allied shipping in the Atlantic. In the deserts of North Africa, ROMMEL's Afrika Corps defeated the British at Tobruk and pushed them into Egypt. It seemed that all of Egypt and the Suez Canal would fall to the Germans, but things gradually changed. By November, the British defeated the Germans in a fierce tank battle at El Alamein, and the Americans landed at Algiers and Morocco to begin their campaign to force the Germans from North Africa. It was necessary for the Allies to invade Tunisia before German-reinforcements could be sent from Sicily and Italy. After their defeat at El Alamein, ROMMEL and his 80,000 remaining men needed fuel, and rushed along the Mediterranean coast to the German supply depots at Tunisia, unaware that the Allies had gotten there first. The cold, rainy North African winter weather delayed the Germans, and in the higher altitudes, there was ice. Few men sent to the African desert had coats or blankets, so the cold took its toll on both the Germans and the Americans. German propagandists caused even more problems, convincing the Muslims that the Americans and British planned to establish a Jewish state in North Africa. As a result, the Arabs helped the Germans by sabotage, espionage and sniping at the Allied soldiers. One of the most unusual groups to fight for the Allies in the African desert was a division composed of a large number of Maoris, natives who had inhabited New Zealand from the mists of time. When they captured German prisoners, the Maoris resorted to their native ways, wounding and massacring so many Germans that ironically ROMMEL complained of their "various acts contrary to international law."

In June, DWIGHT D. EISENHOWER was appointed Chief of the U. S. Army in Europe, and in July, the U. S. Secret Service was formed. While Allied planes bombed Bremen and Danzig, the U-boat menace was at its peak in the Gulf of Mexico and the Atlantic Ocean. By July, German submarines had sunk 144 Allied ships. On September 9, for the second time in ten days, a Japanese plane dropped incendiary bombs in Oregon, doing little damage except to increase the fear of invasion. In Nazi concentration camps, "asocials" were required to wear triangular "color-coded" badges for identification. Pacifists wore purple; political prisoners wore red; criminals, wore green; homosexuals, pink; anti-socials, black; gypsies, brown; and Jews, yellow Star-of-David badges. In October, daylight-bombing raids on Germany took a great toll. In November a secret laboratory was established at Los Alamos, New Mexico. The siege of Leningrad had been going on for 15 months, and by this Christmas, all the dogs and cats had been eaten a year ago, and thousands were starving each day. Many people all over Europe and Asia were also facing starvation.

In the fall and winter of 1942, the crucial battle for Stalingrad was being fought. HITLER had expected to conquer Stalingrad by September, but the Russians had no plan to surrender. Instead, they dug in for a long siege, created an underground system of shelter and travel through cellars and sewers, and fought the German invaders street by street, attacking guerilla-style, then disappearing into their maze of underground tunnels. The ruins and rubble of the city presented ideal places for skilled snipers and marksmen to pick off Germans. The German 6th Army had control of a large area around the city, but had made no progress in taking the city itself. The German commander wanted to retreat, but HITLER refused, demanding that Stalingrad

surrender. By October, the Red Army launched a strong counterattack and began encircling the Germans in the city.

Russian snipers were deadly and took a heavy toll on German troops. Although the rifles of the Germans and Russians were about equal, the Russian had smaller and more modern scopes for pinpointing their targets, so their aim was more accurate. The Russian Winter, called "General Frost," played an important part in defeating the Germans, just as it had defeated Napoleon. As temperatures plummeted to as low as minus 40 degrees, machines...tanks, trucks and even rifles... froze. Machine oil, needed for lubrication, became a wax-like substance and was difficult to use. The Russians solved the problem by adding gasoline to their oil to keep it from freezing, making their rifles and other machines more effective than those of the Germans. Even the uniforms of the troops played a part in combating the severe cold. Germans wore heavy wool overcoats, which were warm, but clumsy and hard to move in. They wore metal helmets; these froze, causing frostbite to ears and head. Russians had had fewer casualties from frostbite. They wore many layers of lighter clothing that provided insulation, including a quilted jacket like Chinese peasants wore. They wore fake-fur hats, with earpieces that covered their ears.

Rats played a part in the battle of Stalingrad. Packs of them invaded the city, nesting in the ruins left by the bombs. They provided a bit of protein for the starving people, but they also spread disease. Rats were especially detested by the Germans, who said they were fighting a "Rat War" or Rottenkreig. Rats invaded German tanks and ate the wiring, especially the wires that controlled the guns. Between the rubble-strewn streets and invading rats, German tanks were rendered virtually worthless.

As 1942 drew to a close, both sides were suffering greatly in the war. Stalingrad was an environmental nightmare. Food and medicines were scarce. The water supply was contaminated. Bodies lay in the street; thousands who died each day from starvation and diseases of all kinds. A well-known Russian female bacteriologist was sent to the city to take charge of the medical situation. She produced vaccines for diseases such as typhus and tularemia, and saved thousands of lives. By December, the Germans were having the same problems, but in addition, perfectly healthy soldiers were just dropping dead. Autopsies showed that the heart, liver and other major organs of their bodies had shrunk, and that there was no body fat on the starving men. It was thought that they had starved to death; after all, their rations had been only two slices of bread and a little horse stew, if they were lucky. Doctors began to add meat paste to the diets, but, surprisingly, the death toll rose. They lacked the medical knowledge to know that starving people must be fed only small amounts at a time. The extra food had put a strain on their hearts. Inadvertently, the Germans were killing their own men and reducing their army.

The bitter war continued, consuming the men and resources from all over the world. Both sides were hopeful of victory, but at this point no one could be sure! Only time could tell!

Several sources, including: *Battlefield Detectives*. History Channel
World War II: Day by Day. NY: Penguin Books. (2003) Willmott, et al. *WW II*. NY: Penguin Books (2004)
Churchill. *The 2nd World War* NY: Golden Press, Inc. (1960) Groom. *1942-The Year That Tried Men's Souls*
To Be Continued

HAVE YOU PAID YOUR 2007 DUES?

JANUARY PROGRAM

The January program of the SWLGS is traditionally a "Show and Tell" program presented by the members. This year's program was presented by BETTY ZEIGLER, YVONNE GUIDROZ, BEVERLY DELANEY, DOROTHY AKINS, and BETTY ROSTEET. BOB LANDRY entertained the group on his banjo.

BETTY ZEIGLER showed some green Depression Glass pieces. Her green fruit bowl was a wedding gift to her mother, and cost about 25 cents. Her green salad plate and shot glass were handed down in the family. Green is made by combining blue and yellow. More blue color produces bluish-greens; more yellow produces yellow-greens. Green is the color of immortality, but was also associated with poison, especially in the Middle Ages. Perhaps the superstition had a basis in fact. Until about 1944, green paint was made from a combination of copper and arsenic, the fumes of which were poisonous. Using a black light, Mrs. ZEIGLER showed that the arsenic in the green Depression Glass caused it to glow. Green was Napoleon's favorite color, and some believe that the emerald green wallpaper, which had been created using arsenic and was used in his home on St. Helena during his exile, was the cause of his death.

Mrs. ZEIGLER also showed two stainless steel bracelets that had been sold by the McNeese University ROTC to raise money for MIAs and POWs during the Vietnam War to show support for those missing in action or held prisoner. They cost \$2 each. By "Googling," she found information on the two MIAs represented by her bracelets, KURT C. McDONALD and FREDERIC R. FLOM. Both men were held captive for six to seven years and made a career of the service. She plans to return their bracelets to their families. Mrs. ZEIGLER was especially interested in these men because her father's brother had been a POW/MIA in the Korean War. In 2006, MARY MANHEIM, a forensic professor at LSU, confirmed his death.

YVONNE GUIDROZ showed a tintype of her great-grandmother, who was born in 1836. She also showed a picture of a lady, with a Canal Street, New Orleans address on the picture. She wrote to the Louisiana State Museum in New Orleans, and they gave her information about the photographer's name and the approximate date of the picture...but the name of the woman is still unknown. The third item Mrs. GUIDROZ presented was an obituary of her grandfather, who was born in Kentucky in 1856 and died in 1900; the obituary was unique because it was all done in black. She showed a wedding invitation dated 1886 that was handwritten; on it were two small handmade envelopes with the bride's name within one and the groom's name within the other. She also showed a picture of a formal dance taken in the 1890s. The last item was her great-grandfather's Civil War record, with two different spellings of the surname. Mrs. GUIDROZ pointed out that you should check all possible spellings when researching.

BEVERLY DELANEY showed a box of post cards from her grandmother's boy friends. Her grandmother was EVELYN DEMARETS MILLER.

DOROTHY AKINS showed several old books. The first was a poetry book dated 1872, in which the poems were copied in French and English by MARIE LOUISE PERRODIN (Mrs. EDGAR BAROUSSE). One poem was copied and signed by her father-in-law, WALTER S. McBRIDE. She also showed a Roman Catholic Prayer Book, copyrighted in 1872, and a book of character sketches by Rev. GEORGE A. LOFTON, a Baptist Minister, illustrated with over

fifty engravings from original blackboard drawings. She showed a prayer book dated 1905 that belonged to her mother, ELOUIE BAROUSE AKINS, and *The Catholic Instructor, An Educational Library Ready Reference* (1910), which was read along with the Sunday Missal, and included records of the J. C. BAROUSSE family, with notations of the death of FRANKLIN D. ROOSEVELT and the burning of the J. C. BAROUSSE Store. Miss AKINS stated that in the early 1900s, most Catholics did not read the Bible. She showed *The Lake English Classics- One Hundred Narrative Poems*, edited by GEORGE E. TETER (1915); *The New Testament of Our Lord and Saviour Jesus Christ*, translated from the Original Greek and containing the psalms used by the First Methodist Church of Shreveport, La. (1923); and *The Wise Encyclopedia of Cookery* (1949).

BETTY ROSTEET showed three stereoscopes or stereoptogans, devices that used dual-imaged photographs to create a three-dimensional picture. The stereoscope itself was usually hand-held, and consisted of a viewing apparatus with side panels which blocked out the light, and a card holder, which could be moved closer or further, in order for the viewer to see the picture on the card more clearly. The first stereoscope was invented in the early 1840s and a version of the device was introduced at the Great Exhibition of 1851 in London. The development of photography combined with the stereoptogan to produce a new craze, and by 1856 special cameras were invented that created stereoscopic pictures. The cards resembled double-imaged postcards. The earliest cards Mrs. ROSTEET showed were not dated, but those showing scenes of the Spanish American War were dated 1899. Other cards were dated 1900 and 1903. Photocards of the First World War were especially graphic, showing dead men and horses in the trenches, fields of barbed wire, wrecked homes, etc. These WWI cards, made by the Keystone Corporation, were of heavy cardboard and had a description or explanation of the scene printed on the back of the card. In the Victorian era, almost every home had a stereoscope or stereoptogan in the parlor. In their day stereoptogans became as popular as modern TV, and the subjects on their cards were quite diverse, ranging from tourist attractions to war scenes. As movies and televisions developed, the old stereoptogan lost its popularity and was relegated to the back of grandma's closet or to the attic. However, the principle of the old stereoptogan was revived in the View-Master toy, a device which is still on toy shelves today.

LOCAL PEOPLE WITNESS ATTACK ON PEARL HARBOR

(From *The Lake Charles American Press*, "Fifty Years Ago" column 12/7/2006)

Millions of people remember the terse radio broadcast that Sunday afternoon 15 years ago today that set the stage for four hard years of conflict scattered throughout the world, but to some Lake Charles residents, it could have happened yesterday. While those in the States gathered in silent groups to hear reports of the sneak attack at Pearl Harbor, five Americans now living in this area were concerned with dodging bombs and thoughts of the "rising sun" setting in their laps. They were there...Witnessing the sudden Sunday morning strike that knocked the United States Pacific Fleet to its knees and then hammered it onto its back were: Mr. and Mrs. RUDOLPH LETELL of West Lake and their son, DAVE, of Sulphur, a Lake Charles automobile salesman; Mrs. ALLEN FISK EVANS of Lake Charles, widow of a Marine Corps general; and Lake Charles Air Force Capt. EMMET B. BURTON. All of them had ringside seats at the swift attack that launched World War II on December 7, 1941, with the captain, then a buck private, firing a rifle at the Japanese fighters from a baseball dugout in the futile defense.

FLOWER POWER: TULIPS & OUR ANCESTORS

Spring and tulips are synonymous, and each year millions of tulip bulbs reward their admirers with beautiful blooms. Today gardeners can buy a handful of bulbs for a few dollars, but in the early part of the 17th century, tulip bulbs sold for incredible prices. Bulbs that produce some of the world's loveliest flowers have played an unusual role in the world's history, influencing politics, banking and trade... and the lives of many of our ancestors. Tulips had flower power!

Contrary to popular opinion, tulips are not native to Holland. Although no one knows exactly where tulips originated, the early plain flowers that bloomed in shades of crimson and orange are thought to be natives of the Tien Shan Mountains in modern-day Islamabad. As the wind pollinated the flowers, hues of scarlet and yellow developed. Wild tulips were recognized as heralds of spring and represented the return of life after a bitter winter. Tulips spread across the steppes into China, and by 1050 A.D., the bulbs had reached the gardens of Persia and Baghdad. There are only a few drawings of early tulips, since old Muslim religious practices forbade the portrayal of living things. Tulips were regarded as the flowers of God, and in Arabic, the letters for tulip were the same letters that formed "Allah." The word "tulip" is said to have been derived from "toliban," the Turkish word for "turban," which translates into Latin as "tulipa." "Tulp" became the Dutch word for "flower," and "tulip" is the English derivation.

Soon after 1000 B.C., the Crusaders came in contact with the Muslims and brought the idea of restful gardens to Europe. However, as late as 1520, during the reign of SULIMAN the Great, tulips were still unknown in Europe. By that time, the old Muslim rule against depiction of living things had been relaxed, and tulips began to be popular motifs, used on everything from floor tiles to royal armor. Gardeners developed new varieties of tulips, strictly by accident, as their process of propagation and reproduction was not understood. During this time, SULIMAN had about 5,000 servants who worked in the four courtyards of the famous Topkapi Palace. Among these were the red-capped gardeners, or "boustancis," who worked with decorative plants and flowers. Ironically, these gardeners, who produced such beauty, were also the sultan's executioners; the head gardener was the chief executioner.

When and how the first tulip bulb arrived on the European continent is unknown. It is speculated that a Portuguese fleet returning from India in 1529 may have brought back tulip bulbs. Wild species of tulips can still be found in regions of Spain, Portugal, Italy, Switzerland, southern France, and the Balkans. Although tulips were never native to Holland, once they arrived, they adapted so well to the soil and climate that it seemed to be their natural habitat. Tulips were known to have been at Antwerp in 1562, when a Flemish merchant found some bulbs that resembled onions in a cargo of cloth from Istanbul. He boiled and ate some of the "Turkish onions" and planted the rest in his garden, surprised when exotic blooms appeared from the bulbs.

It was the custom of the times for rare plants and bulbs to be exchanged, so some of the bulbs were given to CAROLUS CLUSIUS, the foremost horticulturist of the day. CLUSIUS commissioned an apothecary to preserve some of the bulbs in sugar and ate them as sweetmeats. Tulip bulbs appeared in Vienna by 1572, in Germany by 1573, and in England in 1582, where they were grown in great quantities for beauty, as well as medicinal purposes. By that time,

white, purple and lilac tulips had appeared. In 1593, CLUSIUS, who had been head gardener for emperor MAXIMILIAN of Austria, was offered a post at Leyden University, the most popular university in Europe. He took his bulbs with him, and, as a result, tulips were established in gardens in the Netherlands, Germany, Hungary and Austria.

About 1490, Spain had conquered the Netherlands and brought the cruel Inquisition to the Protestant country. In the 1570s, led by the "Sea Beggars," pirates who preyed on Spanish ships and who were given refuge in England by Queen ELIZABETH, the people of the Netherlands revolted against the Spanish. The fighting was bitter and bloody as Dutch farmers fought in guerilla-style warfare against professional soldiers. The Spanish tried to terrorize the Dutch into submission, wiping out several towns and massacring thousands, but the Dutch held out.

The longest and most decisive action in the Dutch revolt was the siege of Leyden, which lasted four months. When the food was gone, the citizens of the town opened the dikes along the river, so that the town would flood and the Spanish army would be driven back. The water rose in the town, but not deep enough, and the Dutch prayed for a miracle to save them. The miracle came in the form of a great storm, which brought high winds, heavy rains and floods. The floods covered everything except the tallest structures. Many drowned, Spanish and Dutch alike. The city of Leyden was saved by the "Sea Beggars," who brought in provisions by sailing their ships over areas that had been farmland only days before. The brunt of the Spanish yoke was broken! The Dutch had regained their independence and formed the United Provinces of the Netherlands. But there was constant fear of a Spanish invasion until the Treaty of Munster in 1648.

After the revolt, the Dutch established new commercial enterprises and developed strong commercial links. Despite threats from Spain, the Dutch East India Company had established trading posts on the islands of Indonesia for the spices, silks, tea, jade, porcelain and other treasures of the Orient that Europeans wanted. By 1600, Holland was the wealthiest country in Europe, and, with a fleet of three thousand ships, was the greatest power in the mercantile world, even surpassing England. Each Dutch ship was heavily armed to protect the ship and her cargo from privateers. The economy of the country also boomed when the end of the Inquisition brought an influx of Jewish diamond merchants to the country, making the city of Amsterdam the center of the world's diamond trade.

It was a time of contrasts. While vast fortunes were made by merchants, and middle class Dutch lived comfortably, some of the country remained extremely poor. Regardless of their prosperity, the Calvinistic Dutch dressed plainly, showing their status in the quality of the material they wore...fine broadcloth, silks and velvets...rather than in elaborately decorated clothing. Those with money built magnificent houses, furnished them with fine furniture and paintings, and set their tables with rich food and rare wines. They bought more books, and built more schools. They also developed spacious gardens that they filled with rare plants, especially tulips.

Prosperity soared, and the population in northern part of the United Provinces swelled as a flood of Protestant immigrants poured into the land. They included merchants, craftsmen and artisans fleeing from religious intolerance in France, the Spanish Inquisition in the southern Netherlands, and the religious intolerance in England. Dutch cities became so overcrowded that jobs, even poorly paying ones, became difficult to find and hard to keep. Housing was scarce; food was

mainly rye bread and vegetables; taxes and prices were high. Property was taxed on the width of the dwelling; therefore, houses were usually narrow, but were often three, four or five stories high, with additions being made by succeeding generations in a haphazard manner. Cloth workers and other artisans worked up to sixteen hours a day, six days a week. They were paid low wages and could never hope to attain the money to join the powerful guilds that controlled business and trade. Noises and smells overpowered the cities. The cloth and hat industries produced fine products, but their work also produced offending odors and so much noise that laws were enacted to prevent fullers (cloth workers) from working before 2 A.M. and hatters before 4 A.M. Blacksmiths were also forbidden to work before a bell rang at daylight.

There were no banks at this time, but Dutch families, always industrious and frugal, lived within their means and usually managed to save a bit. But it was a new era; investing in a ship's cargo or something new could make a fortune overnight. Lotteries became popular. It was a time to gamble, and many invested their money in schemes for "instant profit," such as shipping, trade...and, most unlikely of all, tulips. The soil and climate of the Netherlands had proven ideally suited for tulips, and they became a symbol of wealth and good taste. As the demand for tulips grew, so did profits. The promise of "instant profit" of the tulip trade lured many people to gamble all their money and possessions in the hope of becoming wealthy overnight. Many were tulip enthusiasts, like the immigrants who had brought their bulbs with them; others were speculators and gamblers who won fortunes or lost everything.

Between 1600 and 1630, flower farms that mainly grew tulips were established on small plots of land; most of these were near the city of Haarlem. In the 1630s, a mania for tulips swept the Netherlands into its Golden Age. Greed, as well as a search for perfection, led to great gambles in the tulip trade. The wealthy classes could not get enough tulips to satisfy them; there were simply not enough bulbs in existence. Propagation of tulips is very slow. Tulips can be grown from either seeds or bulbs, but it takes about six or seven years for a seed to produce a bulb, and bulbs produce only a few off-shoots each season. Tulips could only increase as fast as Mother Nature allowed, but the demand for bulbs became frenzied. Tulip dealers made huge profits, selling and reselling bulbs, often as many as ten times a day. Bulbs, still in the ground, were sold, creating a "futures" market for flowers that were not yet full grown or harvested.

Leyden, a center of commerce and industry, was the place to which the Pilgrim Fathers fled from England to find religious tolerance. Many of the Pilgrims worked in the cloth industries as weavers or dyers, or in skilled cottage industries as lace or ribbon makers. At the University of Leyden, CLUSIUS established the first botanical garden in Western Europe. He catalogued and described each variety of tulip, but refused to give away or sell any of his relatively small collection of bulbs. As collectors vied for the most perfect tulip, theft of precious tulip bulbs became common. In one "tulip raid" on CLUSIUS' gardens, over a hundred bulbs were stolen.

Tulips became a national mania. Expensive tulip books, hand-illustrated manuscripts with up to five hundred pages, came into style. With the help of tulip books, the bulb dealers could show the beautiful flower that an ordinary brown bulb could produce. Most European botanists included a butterfly in their illustrations, but, strangely enough, butterflies rarely land on tulip flowers. Songs and poems were written about tulips and dedicated to their glory, and many of the

Old Masters incorporated them into their paintings. However, the famous striped or flamed tulips, known as Rembrandt tulips, were rarely painted by REMBRANDT.

About 1635-1636 major social changes took place in the United Provinces. Banks were established and pipe-smoking became popular. Most tobacco was imported from North America, but the Dutch who smoked it in long-stemmed, clay pipes, began to grow it. Tobacco was not just pleasurable, but was a potent medicine that was thought to cure anything from toothache to plague. An epidemic of Bubonic Plague struck the Netherlands in 1633 and lasted until 1637. The city of Haarlem, the center of the tulip trade, was struck particularly hard, and the death toll caused a shortage of laborers. Workers could almost pick and choose their jobs and could demand higher wages than ever before. Hoping for a miracle, they would invest their money in the bulbs that promised immense profits. Everyone, not just the wealthy, invested in "futures" of the tulip market. They spent their savings, sold what they could, and mortgaged their homes and all their goods to invest in tulips. Cartoonists portrayed monkeys engaging in tulip trading. An engraving shows the tulip speculation as a giant fool's cap.

About this time taverns became an important part of social life. Taverns sold cheap beer and became meeting places for friends and neighbors, as well as places of business. Taverns became sites of principal tulip auctions, where rare bulbs were bought and sold as many as ten times a day with each seller making a profit. The search for novelty and rarity became a mania, as illustrated by the French author, ALEXANDER DUMAS, who wrote *The Black Tulip*, a novel about developing a priceless black tulip. Even today, a black tulip has not been developed; the so-called "black tulips" are only those whose petals are extremely dark shades of purple.

Tulips became symbols of love and perfect beauty. "Rhizotomi," men who searched for rare plants for gardens, and apothecaries, who searched for plants to use in medicines, also searched for rare tulips. Gardeners and horticulturists collected rare bulbs and crossed them with other bulbs, hybridizing them in a search for a perfect tulip. Although many common one-color varieties existed, they were the least desired. Multi-colored or variegated flowers or those with frilly petals were the most coveted. Some tulips were so rare and expensive that their bulbs could only be collected by kings and wealthy men, and were worth about 100 times their weight in gold. The rarest bulbs were sold by the gram, the same unit of measurement that goldsmiths used. Sometimes the cost of a single, rare bulb was equivalent to the price of four oxen, or twelve sheep, or twenty-four tons of wheat, or a thousand pounds of cheese, or a silver drinking cup, or an oak bed...or even a ship! The most expensive and rare tulip was the Semper Augustus, a Rosen tulip with red and white petals held on a slender stem.

In the early months of the year 1636, the frenzy for tulips was sweeping the United Provinces of the Netherlands, but disaster loomed around the corner. By December 1636 and January 1637, the tulip craze reached its zenith and the prices went into a downward spin. The financial bubble burst as the tulip market crashed suddenly and unexpectedly, and the tulip boom was over! Debts could not be settled, mortgages could not be repaid, and bankruptcy threatened the entire country. Many blamed profiteers for their troubles; others placed the blame on minority religious groups, such as Jews and Mennonites. As recession set in, only a few private bankruptcy cases found their way to the courts; no one had the money for lawyers and expensive legal processes, but arbitration courts were established to settle outstanding cases. By the end of

the 1600s and early 1700s, gardens in all over Europe contained tulips in a variety of colors, petal shapes and forms, but the tulip mania was over.

However, a few decades later in the Ottoman Empire, where six-petaled, needle-pointed tulips were preferred, the tulip mania reappeared. Each year elaborate tulip festivals were held. In the early 1730s, Sultan AHMED, an avid tulip lover, was forcibly removed from the throne and beheaded because he had spent too much money on the annual tulip festivals; and with him went all visages of the flourishing Turkish tulip culture. Today not a single variety of the old tulips remain in Turkey. Tiptoeing through the tulips proved very costly for AHMED!

Never again was there such a craze for tulips, but about 1700, a mild speculation in hyacinth bulbs occurred; a single hyacinth bulb sold for as much as a fine diamond. In 1838, a mania for dahlias, just introduced from Mexico, swept France. In 1912, the Dutch gladioli had a short period of popularity, which resulted in a financial boom. As late as the 1930s red spider lilies, introduced from Africa, created a craze in the city of Ch'ang-Ch'un in northern China, where they were raised exclusively by the ruling class. In the 1940s, when the Communists took over China, they halted the bulb market. By 1988, a rare red spider lily bulb demanded a price of about \$50,000, a sum approximately three hundred times the earnings of an average Chinese university graduate. A tulip bulb in the Dutch Golden Age was never so expensive!

Dutch bulb growers still grow a variety of tulips for their flowers, as well as for their bulbs, and each year the Dutch produce about three billion tulip bulbs. During the first year of bloom, the flower heads are cut off so that all the energy goes into developing the bulb. These blooms are collected by basketfuls to decorate doorways and windows, and tons of them are thrown into the canals to celebrate the tulip festival. The United States is the biggest importer of tulips, followed by Japan and Germany. To date, about one hundred twenty species of tulips have been catalogued, but the search for a black tulip and other new varieties still goes on. In the 20th century, it was discovered that the tulips with frilly petals, like Parrot tulips, and those with dramatic flames, like Rembrandt tulips, traits that made some bulbs so rare and precious, were actually symptoms of an infection caused by a mosaic virus that came from a louse that lived on peaches and potatoes. Although these diseased varieties are no longer sold, hybridized tulip bulbs resembling them can be found.

Tulips bloom only a few days each year, yet fortunes were made and lost in trading them. The tulip craze is difficult for us to understand, but it is not unlike speculation in land, railroads or stocks, which have devastated the financial security of the United States several times. The law of supply and demand determines prices. One incident in World War II in Italy demonstrates this principle. Coca Cola, like many other luxuries, was almost impossible to get, and on one occasion a single bottle of Coke, ordinarily worth five cents, sold for \$4,000! Like other commodities, the demand for tulips altered the financial fate of many families and changed the history of several countries. Ironically, tulip bulbs, which had made and lost so many fortunes for the Dutch, saved many lives during the "Hunger Winter" at the end of World War II, when they were eaten as food. We all look forward to nature's glories at tulip time!

Sources: <http://www.holland.nl/uk/holland/sights/tulips-history.html>

Dash, Mike. *Tulipomania*. NY: Crown Publishers (1999)

MARRIAGES OF SERVICEMEN AT GERSTNER FIELD, LAKE CHARLES, LA

Compiled by the Southwest La. Genealogical & Historical Library

From the *Lake Charles American* (1917-1919)

4/28/1917 ELLIS, O. G., Coxswain & GREVENBERG, FLORENCE (married Thursday)
 9/7/1917 SLOCUM, W. E., Cpl. & FRANK, OLIVIA (married Sunday, New Orleans)
 10/23/1917 DAIGLE, VINCENT PRESTON, Lt. & EVANS, JOY ELIZABETH (m. 10/27/1917, Crowley)
 10/29/1917 SPAULDING, RAYMOND, Sgt. & DEROUEN, PANSY (married Saturday)
 12/5/1917 POOL, EARL, Lt. & McDOWELL, MARION (married Wednesday, Jennings)
 12/7/1917 LYONS, SAMUEL B, Lt. & WEST, LUCILLE (married 12/16/1917)
 12/10/1917 BARNETT, JAMES, Lt. & BROOKS, EGERTA (married 12/4/1917)
 12/27/1917 MILLER, M. D., Lt. & INGRAM, RUTH (married 12/25/1917, Houston, Tex.)
 1/22/1918 HENRY, LEROY, Lt. & PHILLIPS, BIRTIE (married 1/14/1918)
 2/18/1918 THORNE, HENRY, Cadet & BACON, BELL (married Saturday)
 2/27/1918 SNELL, JOHN B., Lt. & CARVER, ADA JACK (married Monday)
 3/11/1918 KUTTNER, JAMES H., Capt. & MULLINS, IVEY
 3/30/1918 WILLIAMS, AREVO, Lt. & GREEN, ROSALEE (married Thursday)
 4/1/1918 DIXON, H. H., Sgt. & HOLMES, LENA
 4/12/1918 MORGAN, WM. V., Lt. & PARNOW, MADELEINE (married 4/11/1918)
 4/29/1918 SHUTTS, FREDERIC N., Lt. & TIMMS, LOLA (married Saturday)
 4/29/1918 JAENKE, WM., Lt. & ZIGLER, IONE (married Sunday, Jennings)
 5/2/1918 KUSHNER, LEWIS, Lt. & HESS, GLADYS SELMA (married Saturday, New Orleans)
 5/7/1918 WALKER, WM. FOSTER, Lt. & WHITE, LASCA (married 5/8/1918, Alexandria)
 5/16/1918 SIMON, HERBERT, Jr., Lt. & BOZINE, GOLDIE L. (married 5/15/1918)
 6/7/1918 GREER, G. H., Sgt. & HALL, Mrs. WINNIE (married Wednesday)
 6/10/1918 OGDON, CHAS. WESLEY, Lt. & MOUTON, HELEN MURIEL (married 5/31/1918)
 6/10/1918 AYRES, PAUL W., Lt. & KINNEY, ANNA HARRINGTON (married Saturday)
 6/13/1918 ROBERTSON, EMMIT, Sgt. & ROMERO, GERTRUDE (married 5/27/1918)
 7/5/1918 O'NEIL, JAMES F., Cpl. & FANGUY, HILDA MARIE (m. 6/16/1918, Orange, Tex.)
 7/9/1918 LYNN, ALFRED JEFFERSON, Lt. & ADAIR, MARJORIE M. (married 7/8/1918)
 7/13/1918 CARLSON, H. C., Lt. & GEAREN, MARYHAZEL (married 7/12/1918)
 7/15/1918 COOK, E. R., Lt. & GARDINER, WILLAMINE (married 6/11/1918)
 7/18/1918 WINTERBOTTOM, WALTER, Pvt. & ROMERO, ALTO (married Sunday)
 7/18/1918 LAKE, EDWARD CLAY, Capt. & LAZARO, MARY ELIZABETH (m. Washington)
 7/28/1918 Same as above
 8/1/1918 PARTRIDGE, JOS. A., Lt. & KRAUSE, ELIZABETH ANNA
 8/5/1918 ROWE, CHARLES, Lt. & WAINWRIGHT, EVA
 8/17/1918 ATTWOOD, RICHARD, Lt. & RANDOLPH, DOROTHY (m. 8/17/1918, Alexandria)
 9/20 1918 JOSCELYN, DOUGLAS LEWIS, Lt. & HEREFORD, ETHEL (m. 9/19/1918, Los Angeles)
 9/20/1918 BURNS, THOMAS RUSSELL, Lt. & WHITE, LOUISE (m. 9/19/1918, Los Angeles)
 9/20/1918 KEELEY, JAMES N., Jr., Lt. & BRYANT, LOUISE PEARL (married 9/19/1918)
 10/22/1918 GAUTHIER, T. A., Sgt. & RICHARD, BESSIE
 11/13/1918 COCHERHAN, H. ROLAND, Ensign & AUDREY, HORTENSE (m. Tues., Crowley)
 11/14/1918 WRIGHT, WILEY REED, Lt. & TOOKE, MAUDE
 11/20/1918 KOHFELDT, FRED, Lt. & SPRICH, CARRIE (married 11/19/1918)

12/5/1918 EDENS, R. M., Lt. & Name Not Listed (married 11/23/1918, Noroton, Conn.)
 12/25/1918 TARKINGTON, GRACIEN, Lt. & LOCK, Mrs. GEORGE T. (m. 12/24/1918)
 2/24/1919 SCATTERGOOD, CHARLES ROY, Lt. & DeMOSS, SADIE (m. 2/12/1919, Houston)
 3/6/1919 ORTMAYER, HARRY A., Lt. & ??? (married first week of March, Wichita, Kansas)

GERSTNER FIELD PERSONNEL WHO SETTLED IN LOUISIANA & TEXAS

The following men who had been stationed at Gerstner Field in Lake Charles remained to make their homes in Louisiana and Texas. Those not designated otherwise settled in Lake Charles. They are: ULRICH BAEHR (New Orleans), C. C. BAUER (Westlake), JOE BEHUM, FRANK W. BEST, Sr. (Eunice), EDWIN RUSSELL BRADFORD, A. C. CALLSEN (DeQuincy), BRYAN CARR (Westlake), ED CARR (Welsh), BILL CASSIDY (Jennings), RALPH M. CLOUD (Shreveport), BILL COMPTON (Kinder), TRUMAN FEAR (Welsh), JOHN W. FLANDERS, ROY FRENCH, C. H. GIBSON, I. A. GLUSMAN, R. A. GORMLEY (Westlake), WALLACE GUNN (Galveston, Tex.), JOHN HATCH (Sulphur), PETE HENRY, DON W. HOLLENBECK, ROBERT E. HUMPHREY, FRED JESSUP, FRED KNISPEL, RICHARD KOCK (New Orleans), FRED KOHLFEIDT (Baton Rouge), H. C. KRAUSE, ABE KUSHNER, FELIX J. LeBLANC, FLORIAN LEVY, JAMES L. McCABE, GILBERT McDONALD (Orange, Tex.), JOHN F. MILLER, LESTER J. MORRIS, R. E. MOSS (Sulphur), NEWTON S. NORTH, JOE PARTRIDGE, C. A. SALVO, ROY T. SMITH, FRED TIEMAN (Vinton), D. J. VALLETTE, and WILLIAM J. WISE.

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LIST OF FATAL AIRPLANE CRASHES AT GERSTNER FIELD, LA, 1917-1919

A list of fatalities from Gerstner Field can be found in *Kinfolks* (30:3,128), but these additional names were found in some old papers now in the possession of BETTY TYLER ROSTEET.

23 Nov. 1917 JOHN MONTIETH, Jr., Cadet (seen as Cadet MONTAIG in *American Press*)
 24 Dec. 1917 FREDRICK FREISE, Cadet
 17 Feb. 1918 EDGAR BURTON FLOYD, U. S. Marine Corps, Pvt.
 DAVID R. JACKSON, 1st Lt., S.R.C.A.S.*
 11 Feb. 1918 JACOB E. McKEAN, 1st Lt., S.R.C.A.S.* (shown as EGBERT McKEAN in
 American Press).
 18 Jan. 1919 ARTHUR P. MILLET, 2nd Lt., A. S. A.
 *Signal Reserve Corps Aviation Sector

WORLD WAR II SHIPWRECKS IN THE GULF OF MEXICO

Federal law defines an historic site as being fifty years old. Now the shipwrecks caused by German U-boats in World War II have met the criteria. During 1942 and 1943, over twenty U-boats cruised the Gulf, disrupting the flow of oil carried by tankers from ports in Texas and Louisiana. Of the fifty-six ships the U-boats sank, thirty-nine are in waters off the Texas, Louisiana and Florida coasts. Several of these sunken ships, including the *Heredia* (a United Fruit Co. freighter), the *Scheherezade* (an oil tanker), the *Gulfpenn* (which carried 60,000 barrels of fuel oil); and the *Robert E. Lee* (a passenger-freighter), have been located by using technology from the oil and gas industry. The *U-166*, the only German submarine sunk in the Gulf, was found only a mile from the *Robert E. Lee*, and is believed to have been sunk by depth charges from the *Lee's* naval escort. Source: http://www.gomr.mms.gov/homepg/regulate/environ/archaeological/world_war_II.html

V-MAIL, UNIQUE LETTERS OF WWII

Many of us recall V-mail, the unique system by which letters were sent back and forth from servicemen and their families in WWII. V-mail was an adaptation of the British "airgraph," and was short for "Victory Mail," although in the early days of the war when the system began, victory was a distant, and even doubtful, event. When the U. S. went to war, there were too few ships and airplanes to carry troops, supplies and bulky mail, but mail was necessary to boost a soldier's morale and his letters to friends and family were important on the home front. To save space, Americans decided to photograph the mail. Each letter was written on a special one-page form, on thin paper. These forms were bought at the post office. Letters were censored for any sensitive information that could be of interest to the enemy. Sometimes officers were allowed to censor their own mail. If any information needed to be deleted, it was simply cut from the letter or completely blacked out. Then the letter was photographed onto microfilm and flown to its destination, either in Europe or to the United States. Upon reaching its destination, letters were printed from the microfilm and sent to the addressee. Although the process was laborious, each reel of microfilm could contain as many as 18,000 V-mail letters. A reel took up only a small space, saving a great deal of valuable room. Furthermore, V-mailed letters were sent airmail and usually arrived within a week; ordinary mail was sent by sea, and could take as long as a month to arrive.

At first, V-Mail was not acceptable to many American families, who objected to other people opening and reading their personal mail. However, the government made major publicity campaigns to assure Americans that using V-Mail was a patriotic duty; saving space on a ship or plane might mean extra rations or ammunition for their boy. In June of 1942, shortly after the system began, there were only 35,000 V-Mail letters, but by June 1943 there were over 12 million V-Mail letters. Each reel of microfilm was numbered, duplicated and tracked. If a reel was lost in a plane crash or other accident, a duplicate replaced it, and letters were delivered almost on time. In Europe, the U. S. Signal Corps was in charge of processing microfilm for V-mail. In the United States, the Kodak Company was granted a contract to handle V-mail. By the end of the war there were nineteen military V-mail stations and nine others under civilian contract. However, despite the government's preference for V-mail, many people chose to send regular first-class mail. In 1944, Navy personnel received 38 million pieces of V-mail, but also received over 272 million pieces of regular first-class mail.

The government also had a series of V-mail greeting cards that wished "Happy Anniversary," "Happy Birthday" or "Merry Christmas." Later in the war, cartoon V-mail, with pictures drawn by artists employed especially for the purpose, became popular with the servicemen. One such cartoon V-mail, with appropriate drawings, stated: "Ain't got no news to write, the censor says 'No!' Seems like a letter always comes from you when I'm pretty low. So here's a little V-Mail to you. It isn't very much, Just a line or so to help us keep in touch!" V-mail letters still exist in cedar chests and attics, in scrapbooks and museums. Most of those letters that are still in existence were written by servicemen to their families. Few V-mail letters exist from the families, because servicemen were obligated to destroy personal material, including letters, before any campaign. Even the smallest scrap of seemingly-innocent information might be used by the enemy, so letters written to servicemen during the war are rare.

Sources: http://www.bbc.co.uk/northernireland/yourplaceandmine/topics/war/v_mail.shtml

THE AMERICAN WARS

Thousands of books have been written about the causes and effects, the battles and military strategy, and the heroes and villains of the War Between the States, that tore our nation asunder. However, the stories of the Confederate States Navy and the Confederate States Marines have been somewhat neglected. These brave men fought against overwhelming odds, on land and sea, with few supplies and make-do equipment. They were fighting for the South.

THE CONFEDERATE STATES NAVY

When the southern states seceded to form the Confederacy, they had no navy. Each southern state seized a few federal revenue cutters and formed its own navy. Several of these vessels helped capture Fort Sumter in Charleston harbor, and the war began. The Confederate States Navy (CSN) was established to protect the South from invasion and to make the war so costly to the North that they would give up the struggle, while privateers ran the blockades to bring needed items. In early 1861, the Confederate Navy consisted of only ten ships carrying fifteen guns, and, for the only time in the war, the naval forces of both sides were almost equal. Although the Union Navy was much larger, many of its ships were in foreign ports, and there were only 14 ships close enough to be useful. Soon, however, a few Confederate ships would have to challenge the entire U. S. Navy, relying on aid from blockade-runners and privateers.

STEPHEN R. MALLORY was made Confederate Secretary of the Navy and began converting old vessels into warships and building new fast raiders. By the end of 1861, almost 400 southern Naval officers and sailors had resigned from the U. S. Navy and reported for duty to their native states. There were no ships ready for them; instead, they were sent to man shore batteries along southern rivers and coastal regions. Those experienced in gunnery became a part of the Army and were given Army ranking. Some held dual commissions from both Army and Navy, although the Army always outranked the Navy in critical decisions. Most of the sailors were glad to get back aboard a ship as soon as possible.

The South had too few ships, was limited by a shortage of manpower and iron. Although most of the ships were still made of wood, new ironclad vessels were perceived as important weapons in the war. The most important iron-producing areas in the Confederacy (Kentucky, Tennessee and western Virginia) were lost early in the war. In the frantic quest for iron, remote or infrequently used railroad tracks were often torn up and used as armor plating for Confederate ironclad vessels. Building ironclads was a priority and many railroads were sacrificed for that cause. Ironclads were slow, clumsy, and often unseaworthy. Their engines were unpredictable and cranky; their guns had limited range. However, they were desired by both North and South.

The first ironclad vessel built in America was originally a Massachusetts-built ice-breaker called the *Enoch Train*, which was brought to New Orleans as a tugboat. It was taken over by the Confederate Navy in 1862, was covered with two-inch armor plates, and became the ram *CSS Manassas*. The vessel served the Confederacy until she ran aground during the battle for New Orleans in May 1863. Other converted Confederate vessels included the *CSS St. Philip* (originally was the *USS Star of the West*); the cotton-boat *Baltic* (whose armor-plating was later used on the *Nashville*); and the *Eastport* (captured and later completed as a Union ironclad.)

The Confederacy built about 150 warships and 22 ironclads. Another 28 ironclads, in various stages of completion, had to be destroyed to keep them from falling into enemy hands. The unfinished *CSS Louisiana*, launched at New Orleans in February 1862, was used as a floating battery; she was sunk in the battle for New Orleans. The *Mississippi*, incomplete when the Union forces captured New Orleans, and the *Mobile*, being completed in the naval yard at Yazoo City, Mississippi, were destroyed by the Confederates to keep them from the enemy. CHARLES W. READ of the Confederate States Navy (CSN) wrote in his book, *The Reminiscences of Captain C. W. READ*, that except for carelessness and laxity, the unfinished *Mississippi* could have been towed to Vicksburg and repaired. She would have made a difference in the battle for the Mississippi and for Vicksburg itself; instead, she was burned. The *Missouri*, a stern-paddler plated with two layers of railroad iron, surrendered to the Union in 1865. The *North Carolina* was sunk off Smithville, South Carolina. There were too few Confederate ironclads to defeat the Union Navy. Each vessel was valuable; there was no way of replacing those that were lost.

The Mississippi River, a supply route that held the Confederacy together, was the key to the South and had to be protected by both the Army and Navy. In September 1861, the Union began its Anaconda Policy to strangle the South and cut off her supplies by sending a fleet of ships off the mouth of the Mississippi. To keep the Yankees from advancing upriver, the Commander of the Confederate Naval vessels at New Orleans, GEORGE N. HOLLINS, assembled the few ships available and took his "Mosquito Fleet" to attack the invaders. He drove three federal blockaders aground and sank a Union ship. HOLLINS then took his "Mosquito Fleet" upriver to become part of the Confederate River Defense Fleet. Commander JOHN K. MITCHELL replaced HOLLINS at New Orleans and began converting steamboats into rams. The Confederates at Fort Jackson and Fort St. Philip and the ironclad *Manassas* continued to defend the city. Finally the *Manassas*, set afire by the Federal fleet, exploded and sank in the river.

In his memoirs, Captain C. W. READ tells how he resigned from the U.S. Navy and reported for duty at New Orleans on the wooden Confederate steamer *McRae* early in 1861. He tells how Confederate sailors, sent to Ship Island to hold the area until troops could be brought from New Orleans, extinguished the flare in the lighthouse and on 9 July 1861 exchanged fire with the *USS Massachusetts*, which steamed away. Soon the Confederate steamers returned with the Fourth Louisiana Infantry Regiment to guard the island, and the sailors returned to New Orleans.

Despite a shortage of supplies and skilled labor, Confederate shipyards at Memphis and Yazoo City worked frantically to build vessels for the Confederacy as Union vessels under FARRAGUT approached from the South and those under PORTER came downriver. At Memphis, men were still frantically building the *Arkansas* and *Tennessee* when they had to burn the shipyards before the city fell on 6 June 1862. Just before Fort Pillow surrendered, all the river transports ran up the Yazoo River, where they could be protected by the onshore batteries and by a barricade across the river. Then the Confederate Naval Works at Yazoo City, Mississippi, became a vital part of the South's plan to hold the Mississippi, but the defense of the rivers was the job of the Army. As PORTER's fleet approached, snipers picked off men from the Federal boats, buying time for the Confederates to place a chain-and-raft barrier across the river. They felled trees in front and behind PORTER, keeping northern vessels from continuing downriver. Unfortunately, several Confederate vessels, including the *CSS Van Dorn*, arrived too late to get above the raft barrier.

The ram *Arkansas*, the only ironclad saved when Yazoo City fell, would become one of the most unique vessels in the war. Still being built at Memphis when the city fell, her unfinished hull was towed to Greenwood, Mississippi and abandoned. Then the Secretary of the Confederate Navy ordered the *Arkansas* to be finished "without regard to expenditure of men or money." Her armor plate lay on a sunken barge at the bottom of the river. Soldiers raised the barge and salvaged the armor, which, according to Captain C.W. READ, was "worn and indifferent, taken from a railroad track, and poorly secured to the vessel." Racing against time, 200 soldiers from nearby army units worked around the clock to get the ship ready, but still parts of the *Arkansas* were unprotected by armor. She had no engines and no deckhouse. She was loaded with heavy guns, but the guns had no carriages on which to mount them. Men scoured the countryside for metal and parts and found two old mismatched engines. Time was running out! The Union fleet was only about fifty miles from Vicksburg and the river was falling. If the *Arkansas* did not leave Yazoo City soon, she would be either captured or run aground. The *Arkansas* was above the raft barrier in the river, but three Confederate gunboats, the *Livingston*, *General Polk* and *Van Dorn*, were anchored below. ROBERT F. PINKNEY was ordered to ram any Union boat that came upriver. When two Yankee rams were sighted, PINKNEY panicked, set fire to the irreplaceable Confederate boats and fled. Ironically, two unarmed Union boats caused the destruction of three irreplaceable Confederate gunboats.

On 2 July 1862, the *Arkansas* started on her first voyage, but her engines were too small, and her speed was too slow for ramming. She had a crew of 100 men, all inexperienced in operating a ship or fighting on one. Some were Confederate Marines, most of whom were foreign born and "indifferent." Regardless, they took on FARRAGUT's fleet when General VAN DORN ordered the *Arkansas* to leave Vicksburg as part of his plan for attacking Union forces at Baton Rouge. On 12 July 1862, the *Arkansas* began her "journey into history." As she churned her way to the Mississippi, lookouts spotted the telltale black smoke of the approaching Union fleet. Captain BROWN ordered that if the *Arkansas* lost, "the ship must be blown up; on no account must it fall into the hands of the enemy." After fighting the *USS Carondolet*, *Tyler* and *Queen of the West* at Vicksburg, the *Arkansas* was badly damaged and running short of coal, but the river was running low, and FARRAGUT's fleet was forced to retreat downriver to New Orleans. According to Captain READ, if PINKNEY had not needlessly destroyed the *Livingston*, *General Polk*, and *Van Dorn* at Yazoo City, they could have reinforced the *Arkansas* and defeated FARRAGUT.

Vicksburg, the Gibraltar of the South, still stood, thanks in part to the *Arkansas*! The *Arkansas* broke free of the Federal blockade and anchored at Vicksburg for repairs, where the rusty ironclad blended well with the red clay bluffs, and was protected by the big guns defending the river. The crew, already diminished by death and sickness, was decreased even further by summer fevers. Captain BROWN and other men, injured and sick, went home to recuperate, and the boat was turned over to a junior officer, Lt. HENRY K. STEVENS. Then, VAN DORN ordered STEVENS to proceed down to Baton Rouge. Trouble still pursued the *Arkansas*. Her engines jammed or stopped, just as the *USS Essex* came in for the kill. To keep her out of enemy hands, the crew set the ship afire, then hurried to reach the Confederate lines before she exploded.

In spring 1862, New Orleans was once again threatened by invasion. Taking advantage of the high water in the rivers at springtime, many steamboats went upriver or on to the Red River.

Among those that left the city was the *McRae*, which became a gunboat in HOLLINS' Fleet. In his memoirs READ told of several fights with the enemy in the river, including the battle for Cairo and New Madrid, Illinois. In one battle, the *McRae* was badly damaged and steamed downriver to New Orleans under a flag of truce, carrying all the Confederate sick and wounded from the river fleet. By the end of April 1862, soldiers at Fort Jackson mutinied and surrendered, and New Orleans was about to fall. READ states, "The men [of Fort Jackson] who thus deserted their country in her dark hour were mostly of foreign birth and low origin, and had been demoralized by the mortar shells, the contentions between military and naval commanders, the discouraging tone of army officers' conversations, and the liberal terms offered by PORTER."

Among the boats that left New Orleans and went to Shreveport to become part of the Red River Defense Fleet were the *CSS Webb*, the *Music* and the *J. A. Cotton*. In February 1863, with two Confederate vessels and the captured *Queen of the West*, the ironclad ram *Webb* attacked the federal ironclad *Indianola* and ran her aground. In March 1865, READ, who had been gunnery officer on the *Arkansas* and now commanded the *Webb*, decided to run the blockade at the mouth of the Red River, then go down the Mississippi to the open sea. However, the enemy, learning of the plan, sent several gunboats to blockade the mouth of the Red River. Against all odds, READ evaded the blockade and steamed into the Mississippi, but news of the *Webb's* approach was telegraphed to New Orleans where the Federals were waiting! Once again, the *Webb* evaded capture and steamed past the city with joyous crowds waving and cheering her on. Her luck was about to end. Pursued from the north and facing the guns of the *USS Richmond* and the forts to the south, the Confederates ran the *Webb* aground and set a fire in the magazine. The *Webb* exploded. READ and his crew were captured and taken to New Orleans, where they were paraded in the streets like animals. Defying the Yankees, southern ladies waved their handkerchiefs and threw flowers to the heroic Confederates.

The *J. A. Cotton*, a passenger and freight boat designed for Louisiana bayous, was commanded by a civilian captain, EDWARD W. FULLER. It was converted into a gunboat, armored with heavy timbers backed by bales of cotton. Naval officers aboard trained army men to man her guns. The *Cotton* was to protect the Atchafalaya River and Bayou Teche in Louisiana from invasion and to support the Confederates who were fighting against the Federal troops advancing from New Orleans. Federal troops were victorious as they swept up the Teche country, and the *Cotton* was burned and scuttled to keep it from falling into enemy hands. Even the wreck of the old *Cotton* served a purpose; it stopped Federal gunboats from going up the Bayou Teche.

Early in the war at Norfolk, Virginia work had begun on the *CSS Virginia* and four other ironclads. In April 1862, the Confederates captured more than 1,000 naval guns and also captured the *USS Merrimac*, which had been burned and scuttled by retreating Union forces in Gosport Navy Yard near Norfolk. The Confederate Commander of the Naval Yard, SIDNEY SMITH LEE, brother of ROBERT E. LEE, had the burned-out hull of the *Merrimac* raised and remodeled. It emerged as a giant ironclad, renamed the *CSS Virginia*. Unfortunately, due to the shape of her hull, she was clumsy and difficult to steer. Commanded by FRANKLIN BUCHANAN, the *CSS Virginia* and two small gunboats, the *CSS Raleigh* and *CSS Beaufort*, left on a secret mission to attack the blockading Union fleet off Hampton Roads. Crowds watched the great ironclad steam down the Elizabeth River, but few had high hopes for the success of the "metallic coffin." The ensuing battle between the *Virginia* and the blockading ships lasted five

hours. Five federal ships were sunk and another was damaged, but the other southern ships suffered little damage. The following day the *Virginia* returned to harass the blockading ships, but met the *USS Monitor*, which had been sent to protect the federal ships. The battle continued, but neither side inflicted serious damage upon the other. Finally, low tides forced the *Virginia* to retreat. Her deep draft cost her the battle, but also led to her demise. In May 1862, when the Yankees again threatened Norfolk, the *Virginia* was sent to protect the city. Then she was ordered up the James River to protect Richmond, but she could not cross the shallow water of the shoals and was scuttled to prevent her from falling into enemy hands.

Although the legendary battle of the ironclads was actually a draw, the *Virginia* had inflicted major damage on the federal ships. The Confederate Congress began building new ironclads and buying more from abroad. By February 1863, eight Confederate ironclads had been completed. The North ordered 56 ironclads. Not all of the Confederate rams and ironclads were graceful sailing vessels. An official U.S. Navy report, dated 30 September 1863, off the coast of Mobile states: "A curious looking steamer came down the bay this morning and lay out from the fort. We supposed it was one of the vessels that the rebels had made into a ram. She seemed to have come there purposely to show herself." Some of the vessels were aptly described as resembling a "cheesebox on a raft." Most of the naval battles continued to be fought by wooden ships.

JOHN TAYLOR WOOD, the nephew of Confederate President JEFFERSON DAVIS, was aboard the *Virginia*. Later WOOD was in charge of the naval part of a plan to help ROBERT E. LEE's Army recapture the strategic town of New Bern, North Carolina, from the Yankees. None of the ironclads under construction in the area...the *Albemarle*, the *Neuse*, and an unnamed vessel...could be finished in time to use in the attack. It was decided to use small boats to capture the enemy's gunboats by night, and then use those gunboats to capture or destroy the enemy's blockading ships. The plan was daring; the work was backbreaking. Several small boats were hauled from the water and sent by rail to their destinations; then they were sent overland in wagons, and finally put back into the water. When they got to their destination, there were no Union ships in sight, so that part of the plan failed. However, the naval men were so close to the fighting that they could hear the rifle shots from PICKETT's men. Later when they saw the huge ironclad *USS Underwriter*, the Confederates armed themselves with cutlasses and pistols, and boarded the ship. Hand-to-hand fighting was fierce, and the decks were slippery with blood. Finally, the Confederates took the ship, but as she was getting up speed, enemy shore batteries opened fire and doomed her. The Confederates removed their dead and all the wounded, along with their Yankee prisoners, then set fire to the *Underwriter*. Although the plan to recapture New Bern failed, the destruction of the Union's most powerful gunboat was a victory. S. THOMAS SHARF, who was on this mission, later wrote a complete history of the Confederate States Navy.

In addition to the mighty ironclads, *Virginia*, *Arkansas* and *Tennessee*, the Confederate Navy had other ironclad vessels. The *Albemarle* was an ironclad Confederate warship built in a cornfield and fortified with scrap metal salvaged by her captain, JAMES W. COOKE. After sinking several ships, the *Albemarle* was sunk in the shallow waters of the Roanoke River in 1864. The *Savannah*, built in 1863, was burned in December 1864 to prevent her capture. Just after she was built in 1864, the *Raleigh* ran aground. The *Charleston*, built in 1864 with money raised by the Ladies' Gunboat Society of Charleston, was scuttled by the Confederates at Charleston in

February 1865, along with the *Chicora* and *Palmetto State*. The *Jackson*, also called the *Muskogee*, was built in Georgia in 1864, and was also scuttled at Charleston. The side-wheeler *Florida*, later called the *Selma*, was sunk in Mobile Bay in 1865, as were the *Tennessee* and the *Tuscaloosa*. The *Neuse*, built in South Carolina in 1864, was scuttled in March 1865. The *Richmond*, *Fredericksburg*, and *Virginia II* were burned near Richmond just before the city fell in April 1865, but the unfinished *Texas* was captured there by Union forces. The double-sided paddle wheeler *Nashville* was sunk shortly after her launching in 1865..

Although England and France were technically neutral, they provided ships for both sides. The Confederate ironclad cruiser *Georgia*, originally the *Japan*, was disguised as an English merchant ship. The *Florida*, the *Shenandoah*, and the *Alabama* were Confederate cruisers built in England. The largest of them all, the *Alabama*, was under the command of RAPHAEL SEMMES, who became the South's most famous naval hero. JOHN NEWLAND MAFFETT commanded the *Florida*; WILLIAM L. MAURY commanded the *Georgia*. CHARLES W. READ commanded the *Tacony*, another ironclad. Two other ironclads were built in England, but were never delivered to the Confederacy because of diplomatic problems with the federal government. The *CSS Stonewall* was a French-built ship; under the name of *Sphinx*, it had been used in the war between Denmark and Prussia. It was the last ship purchased by the Confederacy, but arrived too late to fight in the war and was later sold by the U. S. to the Japanese. The last flag of the Confederate Navy was lowered at Liverpool on 6 November 1865.

Naval battles took place in many parts of the world. Confederate cruisers roamed the Seven Seas destroying U. S. naval ships and merchant vessels. They were so successful in their goal of interrupting federal shipping that U. S. maritime commerce remained in an inferior position until World War II. The *CSS Alabama* was built in Liverpool in 1862, at a cost of \$250,000. Powered by both sail and steam, she was one of the fastest Confederate ships. Although northern agents tried to coerce the British government to confiscate her while she was being built, the authorities delayed long enough for her to be completed; after all, England was the cotton-trading partner of the Confederacy. Under a British flag with a British captain and crew, the ship sailed down the Mersey River, supposedly on a trial cruise, with a party of men and ladies celebrating with champagne and dancing. Down river, the party left the ship, and she sailed on to the Azores, where she was armed and renamed the *CSS Alabama* with Captain RAPHAEL SEMMES in command. In the Azores the *Alabama* inflicted heavy damage on the Union fleet, then went into the Caribbean, and on to India and Singapore, capturing or destroying ships carrying products to and from the U. S. The *Alabama* cruised the Gulf of Mexico, the Caribbean Sea, the Atlantic and Indian Oceans, and the South China Sea, capturing and destroying Union shipping. The mere presence of the *Alabama* was enough to send many American merchant vessels in the area into ports; their ships lay without cargoes, and many were put up for sale before they rotted in port. SEMMES was called "a pirate," and the *Alabama*, became known as the "scourge of the seas." Her crew boarded 447 ships and seized 64 merchant vessels in 22 months. The ships and their cargoes were valued at over \$5 million. The *Alabama* took 2,000 prisoners when she sank the *USS Hatteras* and captured the *USS Tonawanda*.

On 10 June 1864 the *Alabama* reached Cherbourg, France, but needed official permission to dock for repairs and re-coaling. Only NAPOLEON III could grant that permission, and he was not in Paris. Spies were everywhere. News of the *Alabama* was immediately telegraphed to

Captain JOHN A. WINSLOW of the *USS Keersarge*, a Federal warship anchored off the coast of the Netherlands. WINSLOW sailed immediately for Cherbourg, where he cornered SEMMES. SEMMES and the crew of the *Alabama* chose to fight rather than surrender.

By mid-morning on Sunday, 19 June 1864, SEMMES sailed out of Cherbourg, accompanied by an armed escort designated to see that the three-mile limit of French neutrality was not violated. News of the impending battle quickly spread, and contemporary reports estimated that about 15,000 spectators came to view the spectacle. More daring spectators manned small boats to get better views. Among these was the British yacht, *Deerhound*. Soon the two ironclads were locked in a fierce naval battle. French newspapers and SEMMES' journal describe the battle as gruesome and noisy; sounds from the battle could be heard across the English Channel. After an hour of fighting, the battle was over, but the struggle for life continued. The crippled *Alabama* began to sink as it tried to reach the French shore. The wounded were put into lifeboats; the rest of the men jumped into the cold waters of the Channel, grasping anything they could find to keep afloat. Small boats hurried to rescue the struggling men. The *Deerhound* rescued the injured SEMMES and over 40 other men, and took them to safety in England, but the *Keersarge* sent out no lifeboats. Finally the *Keersarge* began its rescue mission, but why its captain waited so long is a mystery. Some of those who died in the battle were buried at Cherbourg. Among them were GEORGE APPLEBY and JAMES KING, Confederates, and WILLIAM L. GOWEN, a Union sailor. The Cherbourg Cemetery is the only Civil War Cemetery on foreign soil.

The *Alabama* sank off Cherbourg in about 170 feet of water, but her story had not ended. Her sinking boosted Yankee morale, but there were other southern raiders just waiting to pounce! Some of the men who survived the demise of the *Alabama* later served on the cruiser *CSS Shenandoah* in the Arctic Ocean. After recovering from his injuries, SEMMES served in the James River Squadron. When the war ended, the U. S. demanded reparation from England for damages inflicted by the British-built ships, with the destruction inflicted by the *Alabama* being the largest complaint. In 1872, a five-nation panel decided that England must pay \$15.5 million for war damages and for not enforcing neutrality.

And still the *Alabama's* story continues! In November 1984, the wreck of the sunken ship was discovered by a French naval mine-sweeper. Technically the wreck belonged to the U. S., but it was in French waters, so international agreements had to be made for salvage. The English Channel is so treacherous and stormy that salvage teams and underwater archaeologists can only work about half an hour at a time, and only for two or three weeks a year when the tide is right. Divers and robots have so far retrieved about 1,000 items from the wreck, including dishes and glassware, a meerschaum pipe still smelling of tobacco, and hand-pumped flush toilets with brass fittings and English country scenes painted on their porcelain bowls. A cannon, still loaded, was put in the Cite de la Mer Museum at Cherbourg. Other objects from the old *Alabama* are displayed at the Museum of Mobile and the Naval Historical Center at the Naval Yard at Washington, D. C. Objects from the *Keersarge*, which sank off the coast of Central America in 1894, are also displayed there.

After FARRAGUT captured New Orleans on 25 April 1862, Mobile became the most important Confederate port on the Gulf and was a haven for Confederate naval ships and blockade runners. FRANKLIN BUCHANAN, who had commanded the *Virginia*, was put in command of the naval

forces at Mobile. Nearby, in the town of Selma, was a shipyard and iron foundry, where the powerful ironclad *CSS Tennessee* was completed in 1864. Her guns were stripped from the gunboat *Alonzo Child*, which had been stranded at Yazoo City, and brought overland to Mobile. JAMES D. JOHNSTON was given command of the ship. The *Tennessee* and three small side-wheeler gunboats, the *Selma*, *Gaines* and *Morgan*, made up the Mobile Squadron. BUCHANAN and JOHNSTON, knowing the Union fleet would soon bottle them in, decided to attempt to run the Union blockade to get to the Gulf. The Confederates had four vessels with 22 guns and 470 men. They faced a force of 18 warships, 160 guns and 3,000 men.

Protected by the Confederate guns at Fort Morgan, the *Tennessee* began her run for the sea. Against terrific odds, the *Tennessee* pounded her way through the Union fleet, heavily damaging several federal ships. However, the Confederate gunboat *Gaines* was so badly damaged that she was beached and burned. The crippled *Selma* surrendered, and the *Morgan* sped away to protect Mobile. The *Tennessee* was on her own, a target for all guns, but still she fought on! Finally, the *Tennessee*, badly damaged and with her smokestack gone, surrendered. The Battle of Mobile Bay lasted four hours, but cost the Federal forces a high price. The *USS Tecumseh* had been sunk by an underwater mine, which in those days was called a torpedo; the *Hartford*, *Brooklyn* and *Lackawanna* were heavily damaged; and 146 Union men had been killed, with another 170 wounded. The Confederate losses were eight men killed and seven wounded. The *Tennessee* and the brave men of the Confederate States Navy had served their country well, but the Union victory at the Battle of Mobile eliminated the last major Confederate port on the Gulf!

Continued in next issue-*The Confederate States Navy: Blockade Runners & Raiders*

RAPHAEL BARBEE, CONFEDERATE STATES NAVAL VETERAN

RAPHAEL BARBEE was one of the two veterans of the Confederate States Navy who resided in the Lake Charles area; the other was Captain GREEN HALL. (See *Kinfolks*, Vol. 31 #4.) BARBEE, a native of Genoa, Italy, was born 21 February 1842. When he came to the United States is not known. A record attesting to his military service for the Confederate States reads: "This is to certify that RAPHAEL BARBEE was on the Gunboat *Web* [sic] when the *India Ollie* [sic, *Indianola*] was captured and he belonged to Camp No. 62 in Lake Charles the rostire [sic, roster] shows that he was a member. [Signed] NATHAN CLIFTON, Adj't. Camp 62, UCV

On 15 November 1885, at Lake Charles RAPHAEL BARBEE married Mrs. JULIA BORQUIN; he was her second husband. She was born in July 1860 and died at Lake Charles on 10 January 1958. JULIA BARBEE received a Confederate widow's pension from 1934-1940. Children of the marriage were JULIA, ALICE, RALPH, FRED, SUDIE (married ____ LEWIS) and JOSEPHINE. RAPHAEL BARBEE died 10 September 1909 at Lake Charles. He was buried in Graceland-Orange Grove Cemetery in Lake Charles.

Sources: Various newspaper articles

Rosteet & Miguez. *The Civil War Veterans of Old Imperial Calcasieu Parish, La.*

FIRST WARSHIP sunk by a submarine was the *Houstatonic*, which was sunk by the Confederate submarine *Hunley*. The *Hunley* sank off the coast of Charleston, South Carolina, and has recently been found.

TRAGEDY ON THE MISSISSIPPI: THE SINKING OF THE *SULTANA*

The *Sultana*, a St. Louis and New Orleans packet, was one of the luxurious paddle-wheel steamboats that plied its way up and down the Mississippi. Built for the cotton trade, the *Sultana* had accommodations for 76 passengers on her hurricane deck and less luxurious spaces for another 300 passengers on her main deck. She boasted a crew of 80 to 85 to run the boat and take care of passengers' needs. On 12 March 1863 at Cincinnati, the *Sultana* was requisitioned by the federal government to transport troops and freight from St. Louis to Vicksburg. When the war had ended on 9 April 1865, men who had been held in Confederate prisons were released to make their way home. Those who had been at Andersonville, Georgia, and Cahaba, Alabama, were sent to Fort Fiske near Vicksburg by wagon and train to catch the steamboats like the *Sultana*, which would take them home.

In the spring of 1865, the rains were especially heavy and caused the river to rise and flood its banks. People expected one of the worst floods in recent history. Many levees along the river had been destroyed, and others had fallen into a dangerous state of disrepair since there was no slave labor to repair them. A small crack or bulge had been found and repaired in one of the *Sultana's* boilers, but she appeared to be as good as new. However, the repairs were done in a hurry so that the *Sultana* could get a share of the lucrative cargo of ex-prisoners of war. After all, the government was paying the steamships \$5 per man and this was big money in those days. Steamboat captains were known to have paid a kick-back of \$1.15 per man to Army officers if they filled the boats with soldiers. Greed was a real motive for overloading the *Sultana*.

There are various versions of the story. One story tells that when the *Sultana's* Captain J. CASS MASON pointed out that two other boats were nearby and complained that his boat was so overcrowded that it was dangerous, he was told by Union officers that it was a "Union necessity." Another version said that the captain had told an Army officer that his ship had carried this many men before. The *Sultana*, he explained, was overcrowded, but not overloaded. Perhaps the officers wanted their kick-back. The former prisoners were loaded on the boat, along with about 200 civilians. There were some children and about 40 women on board, mostly relatives of the soldiers. Most were from Ohio, Tennessee, Indiana, Michigan and New York. No one knows exactly how many men were put on board. Estimates range from 2,000 to 2,500--far exceeding the 376 legal passenger capacity. There were 240,000 pounds of sugar in the hold, but still the boat was top-heavy because of the many men who occupied every square inch of the deck.

On 24 April 1865, the *Sultana* was the last of the steamboats to leave Vicksburg with its load of human misery. Most of the men were debilitated from their prison experiences; many were seriously ill or wounded. They were packed in so tightly that they could find no place to sleep, and they could barely find room to stand. Snags and sand bars shifted positions with the changing, strong currents; trees and other debris floated down the river and were a danger to the boat. It was slow-going for the overloaded *Sultana* as she steamed up the flooded river. At Memphis, sugar and other cargo were unloaded, and the *Sultana* became more top-heavy than ever. A catastrophe nearly occurred at Helena when word got out that a photographer would be taking pictures of the *Sultana* when she tied up for provisions. So many men rushed to the port

side to get into the picture that the boat almost capsized. Then the *Sultana* crossed the river to Hopefield, Arkansas, to pick up a load of coal.

The *Sultana* did not make it much further upriver. It was steaming upriver in a wide part of the river where there was no land on either side for a mile. At 2 P.M. on 27 April 1865, just about seven miles upriver from Memphis, near islands in the river known as Paddy's Hens and Chickens, a terrible explosion tore through the boat. Three of the *Sultana's* four boilers exploded, cutting the boat in half below the water line and sending out fire, scalding steam and red-hot shards of metal. Hundreds died as they slept. The force of the explosions flung hundreds of others, burned and scalded, into the dark, chilly waters of the flooded river. The strongest survivors jumped into the water to escape the deadly steam and flames, and clung to anything that would float. Some made for the distant shore; others were swept downstream. Others could not swim or were too injured or weak to try, so stayed on the burning boat and awaited their fate. Women in their long heavy skirts with children clinging to them had no chance of survival. As men fought to stay alive, the breeze fanned the flames and the paddlewheels broke away from the wreck. The *Sultana* began to float downstream and finally came close enough to an island that the men aboard could tie her up. The last men aboard escaped on a raft they had cobbled together just before the ship sank, six hours after the first boiler exploded. Captain MASON never left his boat. He continued to help those trapped by fallen timbers. The river on which he had traveled so long claimed him. His body was among those never found.

Flames from the explosion could be seen as far as Memphis, and rescue parties set out in boats of every sort to search for survivors. The steamboat *Bostonia* was about a mile away and hastened to the scene, and the crew and passengers helped to save some people. Three women were saved; one of them was found the next morning, floating on a tangled mess of debris about seven miles below Memphis. Although the exact number of fatalities can never be determined, it is estimated that at least 1,800 were killed. Corpses continued to surface for many days. Steamboats had to stop to remove the bodies that clogged their paddle wheels. Even after being rescued, most of the worst cases died from scalds, burns or other injuries. Homes in Memphis and other places along the river were opened to the wounded survivors, and the animosities of war were forgotten in acts of kindness and charity. The story of the tragedy is graphically told in the Memphis *Argus* of 28 April 1865.

Washington began its investigation. Why was the *Sultana* so overloaded when two other boats nearby could have taken part of the men? Did a Confederate agent fire an explosive shell into the boat in a last ditch effort to harm the Union? Could a Confederate agent have put a coal-bomb on board? It was known that the Confederates had invented an explosive that could be disguised to look like a piece of ordinary coal, but was such a device actually shoveled into the blazing fires that kept the boilers running? During the investigation, each officer blamed another, and bribery became one theory. Captain FREDERICK SPEED became the scapegoat; although he pleaded innocent, he was court martialed. Upon further investigation, however, it was decided that the tragedy did not occur from overloading, but from a faulty boiler. SPEED was honorably discharged, but still the search for a scapegoat went on. They blamed the Second Engineer, whose job it was to maintain the boilers, but he swore the boilers were working at the time of the explosion. The tragedy was a combination of overcrowding and stress on the

mechanism of the steamboat as it battled its way upstream, fighting a strong current, but perhaps the whole truth will never be known.

The sinking of the *Sultana* is still the greatest maritime disaster in the country's history, but because the tragedy mostly involved men from the Middle West, the media of the day did not give the accident much attention. Instead, newspaper stories retold LINCOLN's assassination and focused on the new president, ANDREW JOHNSON. Thousands of families were devastated by their losses from the explosion, but the names and places of residence of many who were lost will never be known. Survivors bore the physical and physiological scars for the rest of their lives. In 1885, survivors reunited at Fostoria, Ohio, to commemorate the 20th anniversary of the disaster. From 1889, reunions were held each April. The last survivor of the *Sultana* disaster was ALBERT NORRIS, who died in 1936 at the age of 94.

A memorial plaque at Vicksburg reads as follows: THE STEAMER SULTANA--- On April 24, 1865, the *Sultana* left Vicksburg with over 2,500 Union soldiers aboard, many of whom were former prisoners of war. Some 200 civilians were also on board, despite a legal limit of 376 people. Due to a faulty boiler, the *Sultana* exploded north of Memphis, killing at least 1,800, the greatest maritime disaster in U. S. history.

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http://news.nationalgeographic.com/news/2001/05/0501_river5.html

<http://arkansasstories.com/sultana-two>

[http://en.wikipedia.org/wiki/Sultana_\(steamboat\)](http://en.wikipedia.org/wiki/Sultana_(steamboat))

Deckert & Cherba. "The Sultana," History Magazine (2006)

SOUTHERN CLAIMS COMMISSION. After the War Between the States ended, the Southern Claims Commission was established in 1871 to settle claims of Southerners who had remained loyal to the U. S. during the late war. The Commissioners of Claims had no final jurisdiction over the settlement of the claims, but were required to report their decisions and present a complete case file to Congress for appropriate action. Congress then retained the barred and disallowed claims, appropriated the funds to pay the claims they allowed, and sent the allowed case files to the Treasury Department for settlement and custody. Claims were heard in the states of Alabama, Arkansas, Florida, Georgia, Louisiana, Mississippi, North Carolina, South Carolina, Tennessee, Texas, Virginia and West Virginia. A total of 22,298 claims seeking more than \$60 million in damages were submitted. The Commission barred 5,250 of these claims, authorized payment of millions in claims and disallowed over \$55 million. For additional information, see the article in *Forum*, Vol. 17 #2 (Summer 2005), Federation of Genealogical Societies, Austin, Tex.

INTEREST IN THE CIVIL WAR increases each year. Read about the current events of those days in the historical New York Times at <http://www.nyt.ulib.org>.

"THE FARTHER BACKWARD YOU CAN LOOK, THE FARTHER FORWARD YOU ARE LIKELY TO SEE."

Sir Winston Churchill, 1874-1965

BLESSED are they who can laugh at themselves, for they shall never cease to be amused.

DEADLINE FOR PAYING 2007 DUES IS MARCH 17, 2007

FERRIES OF OLD IMPERIAL CALCASIEU PARISH, LA CALCASIEU RIVER FERRIES

Continued from Vol. 30 #4

Researched and written by Anna Marie Hayes (Member #260) and Betty Rosteet (Member #78)

CARRIERE'S FERRY

URSIN CARRIERE operated the ferry that bore his name and that crossed the northeast fork or the Calcasieu River at the place known as Darbonne Prairie, about eleven miles south of Oakdale. This fork of the Calcasieu is sometimes erroneously referred to as the Darbonne River. The Police Jury Minutes of October 1860, transcribed in MAUDE REID Scrapbook, Book 1, mention **Carrion's Ferry**, which was undoubtedly **Carriere's Ferry**. JULIAN YOUNG, DAVID SIMMONS, ROBERT HALL, JEFFERSON YOUNG, and N. J. MORRIS were appointed commissioners to lay out a road "near D. C. SINGLETON's, running down on the west side of the Whiskechitto, crossing near JAMES YOUNG's old residence, thence to **Carrion's Ferry** on the Darbonne, thence to intersect the public road leading to **Ashford's Ferry** on the Nezpique." Police Jury Minutes from 6 January 1862 state that from the 5th Ward JULIAN YOUNG was appointed overseer "from Mrs. SINGLETON's past **Absolum Reid's Ferry** to the Ten Mile Creek on the road leading to **Carriere's Ferry**." The Minutes of 6 January 1862 also state that SOLOMON SIMMONS and others had asked that the "public road leading from the Alexandria road near Mrs. SINGLETON's, crossing the Darbonne at **Carriere's Ferry** be abolished"; the request was rejected. In 1863, URSIN CARRIERE was made overseer for the 1st Ward of the road leading "from the crossing of Ten Mile Creek to **Carriere's Ferry**, thence to the intersection of the Public Road with the road leading to **Chaumont's Ferry**."

On 7 June 1871, **Darbonne Ferry**, along with other ferries in the parish, was declared to be a public ferry. In 1871, JOSEPH HAMILTON was appointed overseer "from the entrance of the Military Road to Ten Mile Creek on the road leading from Vernon to **Chaumont's Ferry**, from Ten Mile Creek to **Carriere's Ferry** on the Darbonne [Prairie]."

Police Jury Minutes for 10 January 1872 state, "Whereas, doubts exist in the minds of some persons in the northern portion of this Parish as to the legality of the Public road leading from the Lake Charles & Sugartown road at WILLIAM SIMMONS across Sugar Creek at SOL COLE's, thence across Six Mile Creek at the RICHMOND place, thence across Ten Mile Creek to **Carriere's Ferry** on the Darbonne, thence through Prairy Swallow [sic, Prairie Soileau] to & intersecting the Public road leading from Hickory Flat to **Chaumont's Ferry** on Bayou Nezpique, at the URLEE place. Therefore, On Motion, Be it ordained that said road be declared a Public road, and that the following persons be appointed overseers on said road, for the year 1872, viz:

JOSEPH HAMILTON, from the residence of WILLIAM SIMMONS to Ten Mile Creek.

JAMES SIMMONS, Jr., from the crossing of Ten Mile Creek to **Carriere's Ferry** on the Darbonne.

_____ [name left blank], from **Carriere's Ferry** to the intersection of the Public road at the URLEE place in Prairy Swallow [sic, Prairie Soileau]."

Police Jury Minutes for 30 October 1872 state that it was ordained that "a new Public road be laid out from **Carriere's Ferry** on the Calcasieu, to and crossing Ten Mile Creek at JAMES

SIMMONS, thence to WARREN HAMILTON's bridge on Six Mile Creek, thence by way of Baptist Church on the Mayhaw Glade, to SOLOMON COLE's on Sugar Creek, thence to and intersecting the Lake Charles and Sugartown road at WILLIAM SIMMONS' Gin. And that Messrs. WARREN HAMILTON, Rev. ISAAC HAMILTON, DAVID MORROW, W. P. FARQUHAR, HENRY ASKEW, FRANK JOHNSON & ALBERT FARRIS be appointed commissioners to lay out said road, etc." On 10 December 1872, CAIN LANIER was appointed overseer on the road "leading from **Carriere's Ferry** to Ten Mile Creek, on the new road leading from said ferry to the Lake Charles & Sugartown road, at WILLIAM SIMMONS' Gin."

On 12 March 1873, the Police Jury appointed BREVILLE LACASSE overseer of the road from "**Carriere's Ferry** on the Darbonne River to the URLEE place in Prairy Siolleau [sic, Prairie Soileau]." On 1 September 1873, A. C. R. TURNER was made overseer of the road from "**Carriere's Ferry** to Ten Mile Creek, on the new road laid out from said ferry to the Lake Charles & Sugartown road at WILLIAM SIMMONS' Gin." Police Jury minutes for 1 February 1875 state that ETIENNE LEJEUNE was appointed overseer of the public road from "**Carriere's Ferry** on the Darbonne to near **Chaumont's Ferry** on the Nezpique."

There were no CARRIERE's listed in the 1850 Calcasieu Parish census, but in 1860 the household of URSIN CARRIER [sic, CARRIERE] was listed with a Hickory Flat Post Office address. In the 1860 census, URSIN CARRIER [sic] was a 46-year-old white male with the occupation of ferryman, and he had attended school and had \$1500 worth of real estate. In his household were FELONISE CARRIER [sic] (a white female, age 50, who had attended school); MELISSA (white female, age 22, spinner [spinster] who had attended school); CONSTANT (white male, age 17, farm laborer); FELICIENNE (white male, age 11); GESSITIN (white male, age 9) and JULIE (white female, age 3). All were born in Louisiana.

Source: Maude Reid Scrapbook #1, Calcasieu Parish Police Jury Minutes; 1860 Calcasieu Parish Census

RUNION'S FERRY

The first reference to this ferry was in the Police Jury Minutes of 9 March 1874, which stated that CAIN LANIER was appointed overseer "from Six Mile Creek to **Runion's Ferry** on the Darbonne." The Darbonne was really a fork of the Calcasieu River. On 5 July 1875, HENRY TURNER was appointed overseer of the public road "from Six Mile Creek to **Runion's Ferry** on the Darbonne."

Source: Calcasieu Parish Police Jury Minutes

ABSOLOM REID'S FERRY

This ferry was mentioned in the Police Jury Minutes in 1862 and 1863 when JULIAN YOUNG was appointed commissioner for the 6th Ward "from Mrs. SINGLETON's past **Absolom Reid's Ferry** to the Ten Mile Creek on the road leading to **Carriere's Ferry**."

Source: Calcasieu Parish Police Jury Minutes

STEPHEN COLE'S FERRY

In 1844, the Police Jury appointed directors to "lay off a road commencing at STEPHEN COLE'S to run by the house of ABSOLUM COLE, thence to the house of GODFREY SOILEAU, thence to the house of STEPHEN COLE, thence the nearest and best road to intersect the Public Road at JOSEPH DOICES'." A resolution of 3 March 1845 made WILLIAM SIMMONS director of the "road from Whiskachitto to **Stephen Cole's Ferry**." On 6 January 1846, JULIAN YOUNG was appointed overseer of a road from his house to **Stephen Cole's**

Ferry. JACOB COLE, Jr. was appointed overseer "on the road starting from Bayou Serpent, and running by ABSOLUM COLE's" on 6 March 1849. In 1866, STEPHEN D. COLE made a motion that a public road be laid out "from the bridge on Sugar Creek near what is called Sugar Town, intersecting the present road leading to Lake Charles, at or near the residence of JOHN WILLIAMS' old place on Brushy Creek."

Source: Cal. Par. Policy Jury Minutes

CLENDENING FERRY

ANDREW J. CLENDENING owned land that the Louisiana State Tract Book describes as W ½ of NW ¼ of Section 20 of T9RS, R8W on the Calcasieu River. On 7 and 8 September 1857, the Calcasieu Parish Police Jury resolved that the granting of the petition of JOHN LYONS, SAMUEL LYONS, and others for "a public Road from the residence of A. J. CLENDENING on the West bank of the Calcasieu River to intersect the public road leading from Lake Charles by way of **Austin Clifton's Ferry** near the residence of C. B. HUSTON be rejected; SIMEON VINCENT, JOHN R. COLE, and M. A. LeBLEU voting in the negative, and DEMPSEY ILE [sic, ILES] and FRANKLIN HAY voting in the affirmative."

The 1860 census for Calcasieu Parish shows ANDREW J. CLENDENING, age 37, white male, born in Kentucky. He was a bricklayer with property valued at \$2000. His wife was shown as JOANNA LYONS, a white female born in Louisiana, who had property valued at \$12,000. They had one child, VIRGINIA, age 1. Also living in the household at that time were BURNS/BURAS HARMON, a white male of 15 years, and JAMES HARMON, a white male of 13 years. BURNS HARMON later fought in the same unit with CLENDENING.

CLENDENING served the Confederacy as a Private in Co. A, DALY's (RAGSDALE's) Texas Cavalry. On the regimental return for September 1864, he was detailed as a ferryman on the Calcasieu River. On the regimental return for December 1864, he was detailed at Post Headquarters on 22 October for "removing corn from the reach of Jayhawkers in Calcasieu, Louisiana." A letter dated 4 August 1864, Sabine Pass, Texas, asks for detail as ferryman at **Clendening Ferry**, ten miles above Lake Charles.

CLENDENING operated the ferry across the Calcasieu until his death sometime before 1870. In the 1870 census JOANNA CLENDENING was shown as head-of-household, so ANDREW CLENDENING must have died sometime previously. His succession was filed 19 July 1889 at Lake Charles. The old **Clendening Ferry** was taken over by H. D. NIX. The following advertisement appeared in the Lake Charles *Echo* for 2 March 1872: "FERRY! FERRY! The undersigned has just refitted and renewed the old and well known **Clendening Ferry**, on the Calcasieu River, above Lake Charles; where the traveling public will find good accommodations, Swimming and Pasture, etc. He hopes by close attention, and moderate charges, to receive a share of public patronage."

[Signed] H. D. NIX, Lake Charles, La., March 9th 1872

Sources: Lake Charles *Echo* (3/2/1872); 1860 & 1870 Louisiana censuses; Calcasieu Parish Police Jury Minutes; La. State Tract Book La. State Land Office

Rosteet & Miguez. *The Civil War Veterans of Old Imperial Calcasieu Parish, LA*

O'QUINN'S FERRY

On 7 May 1884, the petition of J. C. CHANDLER, A. C. TURNER, J. H. HINSON and others, asking to have the road leading from Turner's mill to Hickory Flat, by way of **O'Quinn's Ferry**, declared a public road was granted.

Source: Calcasieu Parish Police Jury Minutes

ITEMS FROM THE LAKE CHARLES WEEKLY AMERICAN (12/16/1896)

Information gathered by MICK HENDRIX, Member #1296

NEWS FROM ALL OVER THE PARISH

MIERSBURG

On the first day of December, about two inches of snow covered the ground. On the 3rd of December, ANDREW E. PIERCE and Miss COSSIE L. RICE were married at the home of JNO. F. MIERS, who officiated. Mrs. JNO. RICE, JNO. RICE, Jr. and Mrs. WILLIAM E. MIERS came to town for the wedding. Mrs. HENRY CARTER and sons, ROBERT and RUFUS, visited her sister, Mrs. JNO. F. MIERS, and her daughter, Miss MOLLY CARTER, who is boarding at the MIERS' while going to school. Visitors to the town included: Mrs. MARY COOLEY; BERRY COOLEY of Bear; S. B. SLAYDON of Tilley; J. J. NICHOLS, the schoolteacher at Hope Wells; and DAVID SHIRLEY and wife. M. H. WEST, father of the town's merchant, M. J. WEST, circulated a petition asking for the K. C. S. & G. R. R. Co. to locate a depot here. Mrs. MARTHA AUSTIN and son DAVID moved Mrs. JANE AUSTIN to her place; she had been residing at DAVID MIERS. Mrs. DAVID MIERS was still growing weaker; it seems that she has a hopeless case of consumption. W. H. SUMMERS and JOHN WHIDDON hauled their cotton to JNO. LEWIS' gin.

(Signed) Uncle Fuller

CHINA

WILL TUPPER has turned out a brand new cart from his shop. His baby girl was quite sick, but has recovered. H. POWELL of the firm Powell & Sons visited on his way to Jennings. Messrs. TAYLOR and FRAZER of Raymond were at the Powell sawmill, having pitch pine sawed for hitching posts to be placed near the Raymond church. China has three sawmills running full time, but cannot supply the demand for lumber from the surrounding country; a great deal of this lumber goes to Jennings. Mr. SCOTT, formerly of Lake Arthur and now living in the pine woods of North China, leased a sawmill and employed ED BUCKLIN and his engine to furnish the steam power. BUCKLIN Bros. is building a new barn just east of their machinery shed. Sixteen fine hogs belonging to Mr. GOOCH strayed from home; he is having quite a time hunting them up. Z. C. BARKER is running Mr. TOMILSON's cane mill this fall with his threshing machine engine. Our school is growing so large that Mr. WATSON has more scholars than he can handle. Mr. and Mrs. SHOESMITH of Lena, Illinois are spending a few days on their "Southern Homestead." Mrs. ADA SMITH of St. Louis is also visiting.

(Signed) A. Pigtail

RAYMOND

Ritter Bros. were building a house for C. T. LESLIE, and E. L. BROWN began work on his new barn. A. E. MILLS had a sale and disposed of his household goods, farming utensils, etc.; he will leave for Los Angeles on a prospecting tour. L. M. HENDERSON of Elton was the auctioneer. Z. C. BARKER and B. HINE came home from Jennings and began grinding cane at E. W. TOMILSON's; they have made about 400 gallons of choice syrup this season. THEO. GUIOTT also has his cane mill running. C. F. TAYLOR and JOHN FRAZER went to Powell's mill and brought home hitching posts for the church. R. M. HOLCOMB, aged 61 years, died at Lake Charles, Thursday, 10 December. Bro. HOLCOMB had not enjoyed good health since he was discharged from the army at the close of the [Civil] war. For the last two months he was

Jennings G.A.R. Post, which took charge of the funeral, and he was buried at Jennings Friday.
(Signed) Uno

PRIEN LAKE

A disastrous fire broke out at the place of B. F. CARY, and totally destroyed the whole crop of rice, about 150 sacks. The fire was caused by falling sparks from the engine. The threshing men finished at JOHN IHLE's place and left for their home on English Bayou, fording the Contraband Bayou at J. W. EGLESTON's place. ANDREW NELSON is one of the unfortunate men who was left behind on the rice threshing business; he will have the fun of trying the old style of threshing over the head of a barrel. A. J. BURLESON and HARRY JIRON were bailing hay. Mr. FITZGERALD lost another horse, the third one lost this year. Miss MINNIE TOMPKINS was spending a few weeks in town. A Sunday School was organized here; those who attended included Mr. and Mrs. A. M. MAYO, Mr. and Mrs. JACOBUS, Mrs. and Miss HARP, and Rev. CORRELL. CHARLES ANDERSON was staying with J. V. DUHON for the past week, being sick with the grippe.
(Signed) Agricola

OAKDALE

The health of the community was not very good. I. WATSON and J. P. STANLY were improving, but STANLY was taken to the home of his brother-in-law, T. PERRY. W. S. PERKINS was on the sick list. T. FONTENOT left for a visit in Canton. Prof. E. READ visited his brother, SAM, who made a business trip to Lake Charles. Mrs. SAM READ has lots of Christmas toys. Prof. DAVES returned to his school. W. T. DUNN went to Lake Charles on business. K. RICHARD and family will move to Forest Hills; he sold his interest in the Calcasieu River Lumber Co. at Oakdale. A. VARNELL is moving to Oakdale, where he will farm. B. DISTELLE moved back to the prairie; the pine trees looked too tall for him, and he could not see far enough. W. S. SIMMONS came last week on a deer hunt. SANDY NORRIS came up from Turkey Creek to visit his mother. T. B. WELCH will have his contract for building the new side-track soon. B. F. McGOWAN received a sack of cocoa nuts, which he is selling very cheap.
(Signed) Pine Knot

OBERLIN

C. J. MOSS, formerly of Lafayette, La., having purchased a farm six miles from Oberlin, arrived with a mixed car load of freight consisting of household goods, farm implements, corn, rice, horses, hogs and poultry; they are prepared to live here a year while he makes a determined effort to see what can be produced on Calcasieu soil. Mr. and Mrs. E. S. CLEMENTS hosted a party for the young people. Among the most prominent visitors to the town were the Misses GUILLORY and EVANS of St. Landry Parish, Dr. LYONS and daughter of Lake Charles, T. S. WALKER of Roanoke, J. PHILLIPS of Riverside and WILLIAM MASON of Cheneyville. A son was born to Mr. and Mrs. A. D. GUILLET on November 9th.
(Signed) Xious

LOCKPORT

Visitors to Lockport included Rev. and Mrs. JOSEPH SPEARING; Madames LOXLEY and THOMPSON; ROBERT MORGAN; Mrs. G. ED WEHRT and HENRY NELSON of Westlake; S. S. MILLER of Edgewood; Capt. and Mrs. FITZENREITER, W. A. ALEXANDER, M. H. ROACH, HARRY CASH and JNO. JESSEN of Lake Charles; and P. D. PHARR of Oakland. Miss FLORENCE GOOS of New Orleans visited at Capt. LOCK's. J. D. SWEENEY of Lake

Charles visited R. L. ETHEREDGE, who had killed a bear on the Houston River last week; all who were present enjoyed a juicy steak. Mrs. G. T. LOCK and Mrs. F. G. LOCK visited Sulphur City. JNO. SPEARING and Mr. BAIRD, Lock-Moore & Co.'s efficient salesmen, visited friends and relatives in Lake Charles. OLLIE TOPHAM and CHARLES OLESEN went to Lake Charles to attend a party and Mrs. DORA McKENZIE went there to visit her parents, Mr. and Mrs. JESSEN. Mrs. M. F. MURRAY and Miss ALICE BURLESON visited in Westlake. J. B. McKENZIE, L. S. HOBBS, ISAAC TOOMER, FRED REID and J. D. PHARR went to Lake Charles. WILLIE ARRINGTON accepted a job in the Lock-Moore planer. Capt. JACK TINNEY brought a boat-load of wild geese and ducks from Big Lake last week. The Roll of Honor for the public school at Lockport included: Misses ANNIE SMITH, M. VELGUARDSSEN, WRENNIE WILLIAMS, LELIA ETHEREDGE, OLA COLLINS, MANNELLA RACCA, MAGGIE JESSEN, and IRENE HOBBS; Masters GEORGE BURLESON, GEORGE ETHEREDGE, JOE LEE ETHEREDGE, CLARENCE ELLENDER, NEILS JOHNSON, PASCHAL COLLINS and HARRY COLLINS. A party of young people were over from Prien Lake, and included Miss LILIAN MARYMAN, JON. MARYMAN, GUY DEON and ARTHUR BURLESON.

(Signed) Saw Log

GLENMORA

On Monday, December 7th, two young men, J. LUTHER PENINGER and OLIVER H. DEEN, were handling a pistol in their bedroom at the home of Major W. J. DEEN. The weapon was supposed to be empty, and LUTHER kept snapping it; a shot was fired and the bullet, a 38 caliber, entered OLIVER's thigh. Dr. JAMES T. PHILLIPS was immediately called, and the bullet was extracted and the wound dressed. Both young men were students at the Evans Commercial School, room together and are fast friends. The unfortunate affair was accidental, but the mystery was who owned the gun and how it got into the room---gun owner wanted!

Miss HARRIET CAVANAUGH arrived from Moss Bluff, Texas, accompanied by Master JOHN J. CAVANAUGH and Miss RHODA HOLLINGSWORTH; they have rented the house on Beaver Street to avail themselves of our school facilities. Revs. J. D. WHERLAND and ISIAH WATSON arrived to conduct a series of religious services at the Baptist Church. W. E. RICHARDSON of Oberlin, who travels for a tobacco house of Greensboro, North Carolina, paid a business visit to this town. The health of Miss BELLE PHILLIPS, daughter of the Hon. JOHN D. PHILLIPS, has improved. Major W. H. DEEN has found a "Pool of Siloam" near Glenmora, and says the healing properties of the waters are beyond anything known to science; he is keeping the location secret until he obtains title to the land. SIMON DURIO's new residence, half a mile from the depot, is nearly completed. Sheriff T. J. DAVIS of Vernon Parish, accompanied by Hon. J. W. WILLIAMS, O. C. COLE, JAMES PARKER, C. W. BRIDGES and a number of others, were seen at Glenmora. DAVIS and his party were in charge of WALTER DANIEL, the fugitive murderer.

(Signed) Creole Pelican

FOREST HILL

S. Y. BEDGOOD has opened a jewelry store. Among the visitors present at the Union Sunday school were Messrs. J. W. PHILLIPS, H. C. PENINGER, N. A. CALHOON and MARVIN DEES of Glenmora and ROBERT SMITH of Woodworth. C. M. SHAW went to Hineston, and H. O. PONDER and F. F. ROGERS went to Alexandria. WILLIE CALHOON visited relatives in Glenmora. Dr. DEEN is attending J. D. VINING, who is ill.

(Signed) Hallie

CITY DIRECTORIES

These surveys give a record of every business place and house in a town. They give the name of the owners of the business and the street address for the business. For residences, names of the inhabitants and the address for the house are given, along with the occupation of the male head-of-household, and sometimes for all the working people in the household. You can see how long a family lived in a particular house and how long they stayed in the town. If you do not find the male in the city directory for the next period of time, but find his family there, you may assume that he died. This gives you a time period to check for obituaries, cemetery records, etc. If you do not find the family listed in the next city directory, you may assume they moved on. By checking these city directories and finding the part of town in which a family lived, you will find clues to their economic lifestyle.

CITY DIRECTORY LAKE CHARLES, LOUISIANA 1911-1912

Continued from Vol. 30 No. 4

OFFICIAL DIRECTORY – MISCELLANEOUS INFORMATION

RAILROADS (continued)

Lake Charles & Northern, depot, foot of Hodges, (S. P. R. R.).
Southern Pacific, depot, Railroad avenue, foot of Hodges street. City ticket office, Majestic Hotel.

TELEPHONE AND TELEGRAPH COMPANIES

Cumberland Telephone and Telegraph Company, offices, Commercial building.
Postal Telegraph and Cable Company, offices, 823 Ryan street.
Western Union Telegraph Company, offices, 720 Ryan street.

UNITED STATES POST OFFICE

Federal Building, cor. Broad and Hodges streets.

EDUCATIONAL

E. S. JENKINS, City Superintendent

Lake Charles High School.....Boulevard
E. S. JENKINS, Principal
First Ward School..... Goosport
M. C. TAYLOR, Principal
Second Ward School.....Moss and Belden
S. J. STAPLES, Principal
Central School.....Kirkman and Kirby
H. P. WALL, Principal
Fourth Ward School.....So. Ryan and Foster
HOMER KIRKWOOD, Principal

KINFOLKS

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Barnett Street

414	-----	422	HARRISON, J. K.
417	-----	425	MOSS, DON, Capt.
418	HIMEL, CARL.		

Blake Street

110	STEWART, ISAAC. (c)	324	ERNEST, ALECK (c)
120	WARICK, J. M. (c)	326	LUDGATE, W. R.
215	ROGERS, ROSCOE (c)	327	WOODFOX, J. B. (c)
227	BORDENAL, TONY.	328	HUNT, ISAAC. (c)
321	SOMPARACS, W. (c)	329	PERRY, ED
322	WALKER, LONG. (c)	412	BAILEY, BEN. (c)

(continued next issue)

PRIVATE SCHOOL AND COLLEGES

St. Charles Academy.....1108 Ryan
Wahlen's Business College.....Commercial Bldg.

EXPRESS COMPANIES

Pacific Express Company.....615 Ryan St.
Well Fargo Express Co.....312 Pujo and S. P. Depot

OFFICIAL STREET DIRECTORY

North Bilbo Street

102	MERRITT, WM.	531	DeFONEYNES, LEON, Prof.
113	LABANVO, ARMAND	602	RYAN, Mrs. D. E.
114	WINDSOR, DAN.	605	MORRIS. A. W.

"ASK AND YE SHALL RECEIVE"---QUERIES

Queries are free to members and will be printed as space permits. When you receive an answer, please acknowledge and reimburse the respondent for copies and postage. Please make all queries, clear, concise, and easily understood. Give full name of the person; the exact date, if known, or an approximate time period (ca); and a location. State exactly what information you are seeking.

HAGGART, JOHNSTON

Need birthplace of DANIEL HAGGART (b. ca 1792, somewhere in Scotland; d. 1880, Oswegatchke, St. Lawrence Co., NY). His son DUNCAN HAGGART m. CATHERINE JOHNSTON, moved from state of Iowa to Iowa, La in the 1880s and were buried in Pine Hill Cemetery in Woodlawn, Jeff Davis Par., La. Did any of CATHERINE's relatives live in La.? MARY S. KALIEBE HAGGART, P. O. Box 425, Woodruff, WI 54568-0425 or e-mail marth@newnorth.net

NUNEZ

My grandfather, GILBERT EVANS NUNEZ, is shown as 1 yr. old in the 1900 census for Cameron Par., La. as "PIVRE NUNEZ," with parents ALBERT and ELODA (ELODIE) NUNEZ. Ancestry.com indexes my grandfather as "PIRRE NUNEZ." Venture a guess as to why he was listed as "PIVRE" AND PIRRE." MICHAEL BABB NUNEZ, 3302 Oakmont Blvd., Austin, TX 78703-1348 or e-mail mikens51@hotmail.com

BERWICK

Searching for information on THOMAS BERWICK before he came to the U. S. He was born in Scotland, and settled Berwick, La. MARY BERWICK SMITH, 4600 Mimosa, Bellaire, TX 77401-5315

SMITHART, GORDON

Seeking information on WILLIAM SMITHART (b. 1865; buried in Starks, La), who was living in Ward 9 in 1870 and was a neighbor of the GORDONs. Are they connected? Where was Ward 9 in 1870? ETHEL FONTENOT SACKER, 604 5th Ave., Kinder, LA 70648 or e-mail paulsacker@centurytel.net

BUCHANAN

Need information on JOHN BUCHANAN, father of ROBERT WASHINGTON BUCHANAN (b. 1 Jan. 1833, Talladega, Al., d. 18 July 1911, Paden, Ms. Also JACOB BUCHANAN, father of JOHN BUCHANAN. Possibly from Kentucky. FRANCES BUCHANAN, 4325 Hearth Rd., Lake Charles, LA 70605 cookielady@suddenlink.net

CORRECTION: JOSHUA RICHARD "JOE" BRADLEY, not his son ED BRADLEY, was in charge of concessions on the *Borealis Rex*. (See *Kinfolks*, Vol. 30 #4).

COMMENT FROM A MEMBER: I was a student of MAUDE REID many years ago at Central School (1931). My friends and I climbed and played on the *Borealis Rex* and drove the watchman half-crazy. JOE ALEX HENSLEY

324 PEARACE, J. H.
 401 REINEY, E. E.
 402 BONNET, J. W.
 407 HOLLOWAY, A. E.
 408 O'NEIL, J. P.
 411 CURLEE, J. C.
 414 McCORQUODALE, E. L.
 425 CLAY, W. C.
 503 CORNEY, M. R.
 509 MAUREAUX, JOHN.
 513 LYONS, Mrs. V.
 516 HILL, F. J.
 518 McGOWEN, J. S.
 519 WHITE, F. H.
 520 ANDREWS, W. P.
 613 LeBLEU, JOSEPH.
 619 PETRE, JOHN.
 621 WALKER, Mrs. LIZZIE.
 623 PHILLIPS, E.
 709 NORRIS, E. E.
 713 ACHORD, ADAM

424 NOURMAUN, WM.
 426 VACANT.
 427 RYAN, W. B.
 429 SAYES, ALFORD.
 482 VACANT.
 503 WOOD, A. S.
 507 DUPUIS, J. R.
 519 GILLIS, GEORGE.
 534 NECTOEUX, L.

414 -----
 417 -----
 418 HIMEL, CARL.

110 STEWART, ISAAC. (c)
 120 WARICK, J. M. (c)
 215 ROGERS, ROSCOE (c)
 227 BORDENAL, TONY.
 321 SOMPARACS, W. (c)
 322 WALKER, LONG. (c)

718 LEGER, L.
 719 DARM, ALBERT.
 725 DeVILLE, ARTHUR.
 910 LOWERY, M. L. (c)
 911 HALEY, FERDINAND (c)
 DREW, MARTHA (c)
 917 SUTTON, MATTHEW (c)
 919 GODET, CLEMENTINE (c)
 1010 JONES, P. D. (c)
 1013 ADAMS, CORA (c)
 1014 MOSBY, CURTIS (c)
 1015 JONES, FLORENCE (c)
 1016 HURST, HENRY (c)
 1019 WILLIAMS, BELLE (c)
 1027 GRAY, MARY (c)
 1032 LEE, ROSA (c)
 1127 JOHNSON, DEE
 1212 HAGAN, JOHN (c)
 1220 NEWMAN, PHILLIP (c)
 1221 JONES, CHAS. (c)

Bank Street

713 LANAGAN, J. A.
 1116 MAHER, MARY, Mrs.
 1122 -----
 1126 EAST, H. C.
 1130 STORER, JAMES.
 1421 LOY, BERT S.
 1622 BROOMFIELD, FRANK.
 1625 BAPTIST ORPHANAGE.

Barnett Street

422 HARRISON, J. K.
 425 MOSS, DON, Capt.

Blake Street

324 ERNEST, ALECK (c)
 326 LUDGATE, W. R.
 327 WOODFOX, J. B. (c)
 328 HUNT, ISAAC. (c)
 329 PERRY, ED
 412 BAILEY, BEN. (c)

(continued next issue)

LeBLEU CEMETERY

Location: I-10 east to Chloe/Cameron exit, go north, back over the interstate. Cross Contraband Bayou, then left on LeBleu Cemetery Road. Cemetery is at end of road. Land for LeBleu Cemetery was donated by ALEXISE JANISE on 1 Oct. 1860.

Cemetery was read on 25 March 1997 by MARGARET MOORE, Member #1066,
and JAN CRAVEN, Member #1018

In some cases the headstone was no longer there or not readable. In those cases the information was taken from a previous reading in 1971 by the Southwest Louisiana Genealogical Society, Inc., with their permission. In recent burials, whose headstone had not been put up yet, the obituary from the *Lake Charles American Press*, our local newspaper, was used, with their permission. The *Lake Charles American Press* publishes the obituaries with the information given to them by the indicated funeral home and is no way responsible for misgiven information. There were 30 adult and 5 children graves that were unmarked.

Continued from Vol. 30 No. 4

LeDOUX, VEVIA LeBLEU, b. 19 Apr. 1896, d. 6 Apr. 1954. Born LeBLEU. Wife of GOLDMAN LeDOUX. This record also under LeBLEU.

LEE, JULIA, b. 11 Apr. 1915, d. 26 Jan. 1990. Married to OGEA. This record is also recorded under OGEA. On the same slab with ELSTON OGEA.

LEMIEUX, GREG RAY, d. 20 Jan. 1997. *Lake Charles American Press* wrote: Elton – Funeral services for GREG RAY LEMIEUX, 41, will be 2 P.M. Wednesday, Jan. 22 in ARDOIN'S Funeral Home. Burial will be in LeBLEU Cemetery. Mr. LEMIEUX died Monday, Jan. 20, 1997, in the Jennings hospital.

LEVERKUHN, JOHN C., b. 21 Feb. 1918, d. 4 Nov. 1992. Sgt US Army Air Corps - WWII

LOFTIN, ELMER FRANCES, b. 9 Apr. 1914, d. 22 Nov. 1915

LONIDIER, JAMES KEITH, b. 24 Sep. 1965, d. 28 Sep. 1965. Son of Mr. & Mrs. JIMMY LONIDIER.

LUQUETTE, CLAIRE T. 'SUSIE', b. 24 Feb. 1943, d. 16 July 1995

MANUEL, ARCADE, b. 28 June 1926, d. no dates. Husband of MARY BELLE MORGAN.

MANUEL, JOE, b. 7 Feb. 1929, d. 23 Mar. 1992

MANUEL, LEE, b. 3 June 1922, d. 5 Apr. 1992

MANUEL, MARY BELLE MORGAN, b. 30 Apr. 1928, d. 27 Oct. 1995. Born MORGAN. Wife of ARCADE MANUEL.

MARCEAUX, CORA M., 15 Oct. 1940. 'CORA' The 1940 date is the only date showing. On the same slab with JOSEPH N. MARCEAUX.

MARCEAUX, JOSEPH N., b. 17 Sep. 1940, d. 5 Feb. 1990. 'NELSON' On the same slab with CORA M. MARCEAUX.

McFADDEN, STANLEY S., b. 5 Mar. 1933, d. 14 Apr. 1969. Miss ENFN USNR Korea

MEYERS, GUSTAVE A., b. 17 Nov. 1935, d. 19 Sep. 1992. A2C US Air Force – Korea

MEYERS, RHONDA KAY, b. 21 Mar. 1960, d. 1 June 1961. Daughter of GUS & PATSY MEYERS.

MIACHEL, GENE, b. (no dates), d. (no dates). Headstone not found in the 1997 reading.

MILLER, EUZEB, b. 16 Apr. 1905, d. 30 Apr. 1984. On the same slab with LILLIAN LeBLEU

MILLER.
 MILLER, EVELENA OGEA, b. 9 Mar. 1909, d. 17 Dec. 1937. Wife of WILSON MILLER.
 See OGEA.
 MILLER, LILLIAN LeBLEU, b. 6 Mar. 1917, d. 15 Jan. 1992. Born LeBLEU. Married to
 MILLER. This record is also recorded under LeBLEU.
 MILLER, LOIS H., b. 1 Feb. 1914, d. 20 Apr. 1978
 MILLER, LORENA, b. 18 Apr. 1928, d. (no dates). This record is also recorded under FRUGE.
 MILLER, MURPHY J., b. 16 July 1919, d. 19 Apr. 1979. Also in the headstone were the
 words... Wife, Stepmother & Grandmother.
 MILLER, NOAH, Sr., b. 30 Jan. 1926, d. 20 Aug. 1982. S/2 US Navy WWII
 MILLER, WILSON, b. 17 Mar. 1903, d. 31 Dec. 1974. Husband of EVELENA OGEA.
 MORGAN, ANNIE MAE, b. 8 June 1919, d. 22 Jan. 1984. This record also under LeDOUX.
 MORGAN, CAROLYN E. BENOIT, b. 26 Dec. 1943, d. 8 May 1973. Born BENOIT. Wife of
 FREDERICK W. MORGAN. This record is also recorded under BENOIT.
 MORGAN, CATHERINE S., b. 11 Aug. 1933, d. 4 Mar. 1986. 'JEANNE' On the same slab
 with PEARL B. SHAMGROVE, MABLE BREAUX MORGAN, and HIRAM
 AUGUSTUS MORGAN.
 MORGAN, FREDERICK WAYNE, b. 20 Sep. 1942, d. 8 Mar. 1991. On the same slab with
 MICHAEL A. MORGAN.
 MORGAN, HIRAM AUGUSTUS, b. 15 Jan. 1904, d. 28 Aug. 1987. On the same slab with
 PEARL B. SHAMGROVE, MABLE BREAUX MORGAN & CATHERINE S.
 MORGAN.
 MORGAN, MABLE BREAUX, b. 3 July 1910, d. 16 Apr. 1986. Wife of HIRAM A.
 MORGAN. On the same slab with PEARL B. SHAMGROVE, HIRAN AUGUSTUS
 MORGAN & CATHERINE S. MORGAN.
 MORGAN, MARY BELLE, b. 30 Apr. 1928, d. 27 Oct. 1995. Wife of ARCADE MANUEL.
 Also see MARY BELLE MORGAN MANUEL.
 MORGAN, MICHAEL A., b. 27 Jan. 1959, d. 1 Sep. 1992. EN2 US Navy. On the same slab w
 with FREDERICK WAYNE MORGAN.
 MORGAN, THELMA I., b. 29 Sep. 1899, d. 27 Oct. 1956. Married to BREAUX. See
 THELMA I. MORGAN BREAUX.
 MOTT, BRIAN, b. 7 Feb. 1967, d. 1 Jan. 1989
 MYERS, LARRY S., b. 24 Dec. 1943, d. 14 Oct. 1970. Kentucky Stg2 US Navy – Korea –
 Vietnam
 NEWMAN, JESSIE LEE, b. 7 Feb. 1927, d. 25 Dec. 1993. PVT US Army WWII
 NEWMISTER, EVELYN S., b. 23 Sep. 1950, d. 15 May 1992. 'SUSIE'
 OGEA, ALICE LeBLEU, b. 14 Oct. 1889, d. 4 Aug. 1964
 OGEA, ALICIA S., b. 26 Aug. 1939, d. 11 Oct. 1939
 OGEA, ELSTON, b. 28 Jan. 1909, d. 9 Jan. 1978. On the same slab with JULIA OGEA.
 OGEA, EVA MARIE BREAUX, b. 25 Jan. 1908, d. 14 Feb. 1979. Wife of ADOLPH OGEA.
 Born BREAUX.
 OGEA, EVELENA, b. 9 Mar. 1909, d. 17 Dec. 1937. Wife of WILSON MILLER.
 OGEA, JULIA LEE, b. 11 Apr. 1915, d. 26 Jan. 1990. This record is also recorded under LEE.
 On the same slab with ELSTON OGEA.
 OGEA, MOISE, b. 22 Nov. 1878, d. 19 Apr. 1939
 OGEA, VIVIAN O., b. 27 Aug. 1914, d. 4 June 1978

PARKER, CONSTANCE MARIE, b. & d. 23 Apr. 1952. Daughter of DELIA & RAY PARKER.

PARKER, RAPHAEL C., b. 23 Dec. 1924, d. 4 Mar. 1967. Husband of DELLA M. LeBLEU.

PELOQUIN, ETHEL, b. 1910, d. 1935

PHARRIS, VALERY K., b. 23 Feb. 1921, d. 12 May 1944. LA Cpl 337 Inf 85 Inf Div WWII

PIAZZA, ANTHONY, Sr., b. 12 May 1918, d. 1 July 1992. On the same slab with JOAN PIAZZA.

PIAZZA, JOAN, b. 13 July 1937, d. 29 Dec. 1991. On the same slab with ANTHONY PIAZZA, Sr.

POSTMANN, OLEVIA J. JANISE, b. 12 Mar. 1903, d. 10 Oct. 1987. Born JANISE. Also see JANISE.

PRIMEAUX, ADAM LESLIE, b. 5 Apr. 1919, d. 21 Dec. 1954

PRIMEAUX, RAY ADAM, b. 9 July 1946, d. 16 Apr. 1974

PUJOL, ALBERT, b. 19 Aug. 1901, d. 1 June 1989. The following PUJOL's are all on the same slab...ALBERT, ALECK, AMBROSE, ANNA, ANNETTE LECOUR, ANTON, DOMITILE, DOROTHY MAE, DULVA, GERALD GUY (Infant of Mr. & Mrs. ALBERT PUJOL), MASON, PEARL DOUGHERTY.

PUJOL, ALECK, b. 9 May 1894, d. 4 June 1917. Son of Mr. & Mrs. ANTON PUJOL.

PUJOL, AMBROSE, b. 27 Nov. 1896, d. 23 Feb. 1919. Son of Mr. & Mrs. ANTON PUJOL.

PUJOL, ANNA, b. 13 Oct. 1898, d. 30 July 1958. Wife of W. E. WAINWRIGHT. This record is also recorded under WAINWRIGHT.

PUJOL, ANNETTE LECOUR, b. 13 Oct. 1875, d. 10 Sep. 1952.

PUJOL, ANTON, b. 18 July 1869, d. 6 Jan. 1937. Son of Mr. & Mrs. JOSEPH PUJOL.

PUJOL, DOMITILE CORMIER, b. 23 Sep. 1870, d. 9 June 1965. Wife of ANTON PUJOL. Born CORMIER.

PUJOL, DOROTHY MAE, b. 4 May 1928, d. (no dates)

PUJOL, DULVA, b. 7 June 1863, d. 7 Aug. 1951

PUJOL, GERALD GUY, Sr., b. 12 Mar. 1938, d. (no dates)

PUJOL Infant, b. 17 Dec. 1931, d. 19 Dec. 1931. Daughter of Mr. & Mrs. ALBERT PUJOL.

PUJOL Infant, b. & d. 13 Oct. 1987. Stillborn son of MARK & BEVERLY PUJOL.

PUJOL, LILLIAN, b. 14 Oct. 1903, d. 15 Aug. 1989

PUJOL, LOVENIA, b. 6 May 1901, d. 19 Feb. 1988

PUJOL, MASON, b. 22 June 1936, d. (no dates)

PUJOL, PEARL DOUGHERTY, b. 27 Feb. 1904, d. (no dates)

REEVES, ETHEL N., b. 19 Jan. 1912, d. 22 Nov. 1984

REEVES, EZORA D., b. 5 June 1918, d. 1 Oct. 1974

REEVES, GEORGE DAVID, b. 8 June 1915, d. 14 Mar. 1983. PFC US Army WWII

REEVES, HUEY J., b. 3 Oct. 1906, d. 26 Aug. 1977

REEVES, RENEE, b. 4 July 1972, d. 7 Sep. 1986

RICHARD, KEVEN, b. & d. 11 Feb. 1965. Son of PAUL & SYBIL RICHARD. Twin to STEVEN RICHARD.

RICHARD, PAUL H. 'BEN', b. 29 Oct. 1934, d. 6 May 1994. Husband of SYBIL E. BREAUX.

RICHARD, STEVEN, b. & d. 11 Feb. 1965. Son of PAUL (BEN) & SYBIL RICHARD. Twin to KEVEN RICHARD.

(continued next issue)

INFORMATION FROM EXCHANGES

The SWLGS exchanges periodicals with more than 70 other genealogical societies. These publications are excellent research tools and are housed at the Southwest Louisiana Genealogical & Historical Library, 411 Pujo St., Lake Charles. The following information has been gleaned from some of these periodicals

THE CIVIL WAR IN THE PRAIRIE COUNTRY. Yankees and Confederates, Jayhawkers, freed slaves and deserters scoured the countryside in the prairie country around Rayne, Louisiana, for sustenance and stripped the poor homesteads of anything of value. In the spring of 1863, the first of three Union invasions of southwest Louisiana brought the bloody war to the prairies as the northern troops pushed up Bayou Teche, crossed the Vermillion River and then went up to Alexandria to the Red River to lay siege to Port Hudson. This was part of the strategy to strip the prairies of staple products that could give aid to the Confederacy. During the Federal invasion, many men took the Oath of Allegiance to the U. S. government. Confederate conscription officials had been ruthless in rounding up the "draft dodgers," who were mostly the poorer elements who believed that it was a "rich man's war." As the Confederates retreated, the local conscripted troops deserted in droves; some went back to their homes, while others joined local bands of Jayhawkers. Confederate authorities took a dim view of the oath-takers and considered them to be rebels. As a response to Federal oath-taking, Confederate officials sometimes required an Oath of Non-Allegiance to the U. S. In the autumn of 1863 the Federal troops returned. Their mission was to travel westward from Opelousas or Vermilionville (Lafayette) and cross the prairies into east Texas. Supply problems set in; the residents had already been effectively stripped and pillaged during the spring, and the heavy Louisiana rains forced the "Texas Overland Expedition" back to Brashear City (Morgan City). Two minor engagements, the Battles of Buzzard's Point (Carencro) and of Bayou Bourbeau, took place near Chretien Point Plantation. A third invasion took place in 1864 as Federal troops cut across the country to take part in the Red River campaign in north Louisiana. They passed through the desolate country quickly, knowing the residents had nothing even to feed themselves, much less for an enemy army. The protectors could be almost as bad as the enemy. Confederate soldiers also had to be fed, and although they paid for what they took, it was at an artificially low price. If local farmers did not have enough problems, they had to contend with Jawhawkers. The most active band in the area was that led by OZEME CARRIERE, who operated out of Mallet Woods near Eunice. *A La Pointe*, Vol. XVI #3 (Aug. 2005), Acadia Genealogical Society, Crowley, La.

WOMEN & THE LAW shows some laws that governed women and their rights, including:

- In 1660, Connecticut law required all married men to live with their wives.
- In 1841, widows, but not married women, could apply for federal land.
- In 1895, Louisiana prohibited the defendant in a divorce from ever remarrying.
- In 1895, in 14 out of 46 states, a wife's wages still belonged to her husband. Also, in 37 states, a married woman had no legal right over her children.
- In one state, as late as 1924, there was a law that allowed a father to will a child (born or unborn) away from the mother.
- In 1943, the National Recovery act limited the number of federal workers in a family to one, causing many women to lose their jobs.
- At one time a woman could lose her U.S. citizenship, based upon her husband's citizenship. *Heir Mail*, Vol. 27 #4 (Winter 2005). Crow Wing Co., MN Genealogical Society

"ASK AND YE SHALL RECEIVE"---QUERIES

Queries are free to members and will be printed as space permits. When you receive an answer, please acknowledge and reimburse the respondent for copies and postage. Please make all queries, clear, concise, and easily understood. Give **full name** of the person; the **exact date**, if known, or an **approximate time period (ca)**; and a **location**. State **exactly** what information you are seeking.

HAGGART, JOHNSTON

Need birthplace of DANIEL HAGGART (b. ca 1792, somewhere in Scotland; d. 1880, Oswegatchie, St. Lawrence Co., NY). His son DUNCAN HAGGART m. CATHERINE JOHNSTON, moved from state of Iowa to Iowa, La in the 1880s and were buried in Pine Hill Cemetery in Woodlawn, Jeff Davis Par., La. Did any of CATHERINE's relatives live in La.?

MARY S. KALIEBE HAGGART, P. O. Box 425, Woodruff, WI 54568-0425 or e-mail marth@newnorth.net

NUNEZ

My grandfather, GILBERT EVANS NUNEZ, is shown as 1 yr. old in the 1900 census for Cameron Par., La. as "PIVRE NUNEZ," with parents ALBERT and ELODA (ELODIE) NUNEZ. Ancestry.com indexes my grandfather as "PIRRE NUNEZ." Venture a guess as to why he was listed as "PIVRE" AND PIRRE."

MICHAEL BABB NUNEZ, 3302 Oakmont Blvd., Austin, TX 78703-1348 or e-mail mikens51@hotmail.com

BERWICK

Searching for information on THOMAS BERWICK before he came to the U. S. He was born in Scotland, and settled Berwick, La.

MARY BERWICK SMITH, 4600 Mimosa, Bellaire, TX 77401-5315

SMITHART, GORDON

Seeking information on WILLIAM SMITHART (b. 1865; buried in Starks, La), who was living in Ward 9 in 1870 and was a neighbor of the GORDONS. Are they connected? Where was Ward 9 in 1870?

ETHEL FONTENOT SACKER, 604 5th Ave., Kinder, LA 70648 or e-mail paulsacker@centurytel.net

BUCHANAN

Need information on JOHN BUCHANAN, father of ROBERT WASHINGTON BUCHANAN (b. 1 Jan. 1833, Talladega, Al., d. 18 July 1911, Paden, Ms. Also JACOB BUCHANAN, father of JOHN BUCHANAN. Possibly from Kentucky.

FRANCES BUCHANAN, 4325 Hearth Rd., Lake Charles, LA 70605 cookie lady@suddenlink.net

CORRECTION: JOSHUA RICHARD "JOE" BRADLEY, not his son ED BRADLEY, was in charge of concessions on the *Borealis Rex*. (See *Kinfolks*, Vol. 30 #4).

COMMENT FROM A MEMBER: I was a student of MAUDE REID many years ago at Central School (1931). My friends and I climbed and played on the *Borealis Rex* and drove the watchman half-crazy. JOE ALEX HENSLEY

MEMBER #728

Name of Compiler Linda Kay GILL

Address 1505 Anita St.

City, State Sulphur, LA 70663-6131

Date February 2, 2007

Ancestor Chart

Person No. 1 on this chart is the same person as No. _____ on chart No. _____.

Chart No. _____

b. Date of Birth
p.b. Place of Birth
m. Date of Marriage
d. Date of Death
p.d. Place of Death

4 GILL, Thomas Monroe

(Father of No. 2)

b. 13 Sep. 1882
p.b. Hickory Flats, La.
m.
d. 4 Sep. 1960
p.d. Kinder, La.

2 GILL, Thomas Daniel

(Father of No. 1)

b. 9 Mar. 1916
p.b. Reeves, La.
m. 19 May 1938 - Tx.
d. 13 June 1986
p.d. Lake Charles, La.

5 GARLAND, Ethel Eugenie

(Mother of No. 2)

b. 1 Feb. 1889
p.b. Boyce, La.
d. 17 Aug. 1972
p.d. Lake Charles, La.

1 GILL, Jimmy Don

b.
p.b.
m.
d.
p.d.

6 LUM, George Enoch

(Father of No. 3)

b. 25 Dec. 1878
p.b. Ennis, Tx.
m.
d. -- July 1969
p.d. Los Angeles Co., Ca.

3 LUM, Dorothy Juanita

(Mother of No. 1)

b. 10 June 1921
p.b. Mountain View, Ok.
d. 21 Nov. 1995
p.d. Sulphur, La.

7 GREENHAW, Ada Elizabeth

(Mother of No. 3)

b. 12 Jan. 1884
p.b. Hood Co., Tx.
d. 23 Oct. 1964
p.d. Los Angeles Co., Ca.

DAWSON, Linda Kay

(Spouse of No. 1)

b. d.
p.b. p.d.

8 GILL, Daniel

(Father of No. 4)

b. abt 1858
p.b. Mississippi
m. after 1880
d. before 1900
p.d. Hickory Flats, La.

9 BROWN, Mary E.

(Mother of No. 4)

b. -- July 1860
p.b. Mississippi
d. 31 Jan. 1940
p.d. Allen Parish, La.

10 GARLAND, James Irvin Bird

(Father of No. 5)

b. 23 Sep. 1849
p.b. Al. or SC
m. 19 Dec. 1887 - La.
d. 9 June 1927
p.d. Allen Par., La.

11 ROSE, Amanda Jane

(Mother of No. 5)

b. -- Sep. 1869
p.b.
d. 20 Nov. 1948
p.d. Oberlin, La.

12 LUM, Erastus Hugh

(Father of No. 6)

b. -- Dec. 1847
p.b. St. Landry Par., La.
m. 25 Oct. 1871 - Tx.
d.
p.d. Mountain View, Or.

13 WISE, Pauline

(Mother of No. 6)

b. -- Feb. 1855
p.b. Jasper Co., Mo.
d.
p.d. Mountain View, Ok.

14 GREENHAW, William

(Father of No. 7)

b. -- Mar. 1852
p.b. Alabama
m.
d.
p.d. Mountain View, Ok.

15 Unknown

(Mother of No. 7)

b.
p.b.
d.
p.d.

16 GILL, Henry

b. 28 Feb. 1833 (Father of No. 8, Cont. on chart No. _____)
m. 26 Mar. 1854 La.
d. 18 June 1895 La.

17 NICHOLSON, Catherine

(Mother of No. 8, Cont. on chart No. _____)

b. 8 Feb. 1823
d. 6 Apr. 1924 La.

18

b. (Father of No. 9, Cont. on chart No. _____)
m.
d.

19

b. (Mother of No. 9, Cont. on chart No. _____)
d.

20 GARLAND, Jasper

b. ca 1802 (Father of No. 10, Cont. on chart No. _____)
m.

21

d. -- 1871 La.
CROW, Sarah A. Bird (Mother of No. 10, Cont. on chart No. _____)

b. 19 Sep. 1813
d. 7 July 1890 La.

22 ROSE, Unknown

b. (Father of No. 11, Cont. on chart No. _____)
m.

23

JOHNSON, Marguerite (Mother of No. 11, Cont. on chart No. _____)

b. 4 Mar. 1840
d. 19 July 1918 La.

24 LUM, William

b. abt 1805 (Father of No. 12, Cont. on chart No. _____)
m. 15 June 1837

25

d. -- 1858 La.
NELSON, Sarah (Mother of No. 12, Cont. on chart No. _____)

b. abt 1822
d. after 1880 Tx.

26

b. (Father of No. 13, Cont. on chart No. _____)
m.

27

d. (Mother of No. 13, Cont. on chart No. _____)

28

b. (Father of No. 14, Cont. on chart No. _____)
m.

29

d. (Mother of No. 14, Cont. on chart No. _____)

30

b. (Father of No. 15, Cont. on chart No. _____)
m.

31

d. (Mother of No. 15, Cont. on chart No. _____)

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MEMBER #729

Name of Compiler Linda Kay GILLAddress 1505 Anita St.City, State Sulphur, LA 70663-6131Date February 2, 2007*Ancestor Chart*Person No. 1 on this chart is the same
person as No. _____ on chart No. _____

Chart No. _____

b. Date of Birth
p.b. Place of Birth
m. Date of Marriage
d. Date of Death
p.d. Place of Death4 DAWSON, William Frank

(Father of No. 2)

b. 10 Aug. 1874

p.b. Bay Co., Mi.

m. 20 Mar. 1897

d. -- May 1953

p.d. Bristow, Ok.

2 DAWSON, Jack Wade

(Father of No. 1)

b.

p.b.

m.

d.

p.d.

5 LAND, Amanda Jane

(Mother of No. 2)

b. 3 Jan. 1877

p.b. Benton Co., Mo.

d. 24 Feb. 1948

p.d. Bristow, Ok.

1 DAWSON, Linda Kay

b.

p.b.

m.

d.

p.d.

6 POLM, James Monroe

(Father of No. 3)

b. 16 Oct. 1891

p.b. Sturgeon, Mo.

m. 4 Oct. 1910 - Ok.

d. -- Mar. 1971

p.d. Sapulpa, Ok.

3 POLM, Ruth Hedy

(Mother of No. 1)

b.

p.b.

d.

p.d.

7 REINHART, Edna Eugenie

(Mother of No. 3)

b. 25 Feb. 1894

p.b. Argonia, Ks.

d. -- July 1973

p.d. Sapulpa, Ok.

GILL, Jimmy Don

(Spouse of No. 1)

b.

p.b.

d.

p.d.

8 DAWSON, John Milton

(Father of No. 4)

b. 25 Aug. 1845

p.b. Ohio

m. 8 Dec. 1870 - Mi.

d. 26 Mar. 1885

p.d. Benton Co., Mo.

9 SWEEZY, Sarah Lavinia

(Mother of No. 4)

b. 16 June 1853

p.b. NY

d. 14 June 1917

p.d. Tom, Mo.

10 LAND, Arterberry

(Father of No. 5)

b. abt 1854

p.b. Benton Co., Mo.

m. 8 Feb. 1877 - Mo.

d.

p.d. Benton Co., Mo.

11 FOSTER, Sarah E.

(Mother of No. 5)

b. abt 1854

p.b. Mo.

d.

p.d.

12 POLM, Jacob J. Jr.

(Father of No. 6)

b. -- July 1855

p.b. Oh.

m. 6 Sep. 1877 - Mo.

d. 22 Mar. 1929

p.d. Bristow, Ok.

13 LATTIMORE, Hettie

(Mother of No. 6)

b. -- Sep. 1858

p.b. Oh.

d. 3 May 1932

p.d. Bristow, Ok.

14 REINHART, Frederick

(Father of No. 7)

b. -- Apr. 1848

p.b. LeHavre, France

m. 2 Feb. 1879 - Mo.

d.

p.d. Bristow, Ok.

15 JOHNSON, Catherine Jane

(Mother of No. 7)

b. -- Oct. 1854

p.b. Pa.

d. abt 1944

p.d. Bristow, Ok.

16

b.

m.

d.

(Father of No. 8,
Cont. on chart No. _____)

17

b.

d.

(Mother of No. 8,
Cont. on chart No. _____)

18

b.

m.

d.

(Father of No. 9,
Cont. on chart No. _____)

19

b.

d.

(Mother of No. 9,
Cont. on chart No. _____)20 LAND, Jeremiah Jr.

b. abt 1806

m. 12 Aug. 1851 Mo.

d.

(Father of No. 10,
Cont. on chart No. _____)21 GAYLORD, Amanda

b. abt 1832

d.

(Mother of No. 10,
Cont. on chart No. _____)22 FOSTER, John P.

b. abt 1833

m.

d.

(Father of No. 11,
Cont. on chart No. _____)23 NOTTINGHAM, Elizabeth J.

b. abt 1832 In.

d.

(Mother of No. 11,
Cont. on chart No. _____)24 POLM, Jacob J.

b. abt 1828

m. 15 June 1854 Oh.

d. abt 1891

(Father of No. 12,
Cont. on chart No. _____)25 ALSPACH, Lucinda

b. 3 Feb. 1838 Oh.

d. 29 Feb. 1920 Mo.

(Mother of No. 12,
Cont. on chart No. _____)26 LATTIMORE, Isaac

b. abt 1831

m.

d.

(Father of No. 13,
Cont. on chart No. _____)27 BROWN, Nancy

d. 23 Mar. 1891 Mo

(Mother of No. 13,
Cont. on chart No. _____)28 REINHART, Unknown

b. 26 July 1838 Oh.

d. 27 June 1916 Mo.

(Father of No. 14,
Cont. on chart No. _____)29 UNKNOWN

b. Germany

m.

d.

(Father of No. 14,
Cont. on chart No. _____)30 JOHNSON, Joseph Mendenhall

b. 21 Dec. 1832

m. 22 Nov. 1853 Ia.

d. 26 Feb. 1909

(Father of No. 15,
Cont. on chart No. _____)31 DIAMOND, Margaret

b.

m.

d.

(Mother of No. 15,
Cont. on chart No. _____)

d. abt 1857 Il.

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GLASS was first invented about 1500 B.C. by the Babylonians. They could make blue glass by using cobalt and lapis lazuli.

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Vol. 31 No. 1

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SOUTHWEST LOUISIANA GENEALOGICAL SOCIETY, INC. organized in 1973 to gather, process and preserve genealogical material, is a non-profit, educational organization. Its objectives are to promote interest in genealogy, to encourage and assist its members in genealogical research, and to conduct such subsidiary projects as shall contribute to that end. SWLGS was incorporated in 1991. The Society does not maintain an office. Telephone numbers listed in *Kinfolks* are private numbers. All work is done by volunteers.

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SOCIETY NEWS

SWLGS Web Site – <http://www.rootsweb.com/~laslgs/swlgs.htm>

MARK YOUR CALENDARS FOR UPCOMING SOCIETY MEETINGS

Saturdays, 10 A.M. – May 19th, September 15th and November 17

MAY MEETING

The regular meeting of the Southwest Louisiana Genealogical Society, Inc. will be held on Saturday, May 19th, 2007, at 10:00 A.M. in the Carnegie Meeting Room of Southwest Louisiana Genealogical & Historical Library, 411 Pujo St., Lake Charles. Coffee and fellowship begin at 9:30 A.M. Guests are always welcome.

The program will be “400th Anniversary of Jamestown, Virginia” presented by BETTY SANDERS ZEIGLER.

NEW MEMBERS

1496. MARY CLARE WOOSLEY, 2700 Ernest St. #136, Lake Charles, LA 70601

1497. DELORES CLARKSON

Membership To Date: 324

SOUTHWEST LOUISIANA GENEALOGICAL & HISTORICAL LIBRARY

The Library will host BEGINNING GENEALOGY CLASSES in the Carnegie Memorial Library Meeting Room, 411 Pujo St., Lake Charles, on the following dates. You do not need a reservation and there is no charge.

Saturday, June 16th – 10:00 a.m. to 12:00 noon Introduction to Beginning Genealogy

Saturday, July 21st – 10:00 a.m. to 12:00 noon Organizing and Preserving Records

Saturday, August 18th – 10:00 a.m. to 12:00 noon Computer Programs and Internet Access

IN MEMORIAM

RAY OLIN EGGLESTON, Sr.

1924 – 2007

JUANITA MILLAR

Died 2006

CALENDAR OF EVENTS

PLEASE mark your calendar to show the upcoming SWLGS meetings and events of other societies.

2007

MAY 19 – SATURDAY – SWLGS REGULAR MEETING – 10:00 A.M.
CARNEGIE MEETING ROOM, 411 PUJO ST., LAKE CHARLES, LA
SPEAKER: BETTY SANDERS ZEIGLER
PROGRAM: 400th ANNIVERSARY OF JAMESTOWN, VIRGINIA

SEPTEMBER 15 – SATURDAY – SWLGS REGULAR MEETING – 10:00 A.M.
CARNEGIE MEETING ROOM, 411 PUJO ST., LAKE CHARLES, LA
PROGRAM: TO BE ANNOUNCED

OCTOBER 27 – SATURDAY – “BRANCHING OUT IN GENEALOGY”
Sponsors: Southwest Louisiana Genealogical and Historical Library,
Libraries Southwest, and the Southwest Louisiana Genealogical Society, Inc.
Time: 8:30 A.M. – 3:30 P. M.
Where: Lake Charles Civic Center, Contraband Room, Lake Charles, LA. Free parking.
Registration Fee: \$25.00 includes Reception and “After Hours” research at the SW
Louisiana Genealogical and Historical Library on Friday evening; and seminar, .
vendors, a box lunch, coffee and light refreshments on Saturday. Box lunches will
not be available for those whose registration is not received by October 8, 2007.
Make check payable to: SW Louisiana Genealogical & Historical Library, 411
Pujo St., Lake Charles, LA 70601. For additional information, contact Genealogy
Staff at (337) 437-3490 or e-mail <gen@calcasieu.lib.la.us>
Speakers: JOHN SELLERS - “History’s Role in Your Genealogical Pursuit”
BENNETT GREENSPAN - “Use of DNA in One’s Genealogical Search”
RICHARD HOOVERSON – “Tricks of the Trade: Tried and True Research
Techniques”

VENDORS

DOOR PRIZES

REFRESHMENTS

KRABBE’S DISEASE, also called globoid cell leukodystrophy, is a rare genetic disease that affects about one in every 100,000 babies, especially those with Scandinavian roots. It is inherited in an autosomal recessive pattern---both parents must carry the recessive gene. Although children with Krabbe’s appear normal at birth, signs of the disease appear by the first year, and life expectancy rarely exceeds two years. There is no known cure for the disease, but an experimental treatment using transplanted umbilical cord blood shows success and offers hope if the disease is detected early. The disease is caused by a lack of an enzyme that is crucial to the development of myelin, a fatty substance that helps the brain function. The umbilical cord blood contains stem cells that have genes for the enzyme so that normal myelination can occur. Time will tell if the treatment has long-term, lifelong benefits.

SWLGS MARCH MEETING

After the regular business meeting of the SWLGS, BOB LANDRY entertained with Irish songs and stories. He gave the following background for the tunes.

Danny Boy – Long history. The tune was attributed to a blind harper about 1600, and also to a blind fiddler about 1800. The tune was called *Londonderry Air*. However, historians believe it to be of a more recent vintage because of the way the melody is constructed. Very popular song.

I'll Take You Home Again, Kathleen – Written in 1875 by Thomas Westendorf, a public school music teacher in Illinois, for his wife Jeanie. It was the most popular song in America in 1885.

Grace – Written in 1985, and is currently the most popular song in Ireland.

Galway Bay – One of the most popular songs of all time, written by Dr. Calahan in memory of his brother who drowned in the Bay. It was made famous by Bing Crosby, who for political reasons, altered the word *English* to *strangers*. This song was included in *The Quiet Man*, starring John Wayne and Maureen O'Hara. It was the best selling song in America in 1953.

The Fields of Athenry – Words to the song were written in 1880 in Dublin, but the music was written by Pete St. John in 1979. The song tells the true story of a young couple during the potato famine of 1845. In a bid to battle starvation, Lord Trevelyan brought a supply of corn back from America. Unfortunately, it was Indian corn, too hard to be milled, so it was useless. However, local people thought that the corn would save their lives, and so broke into the stores, were arrested, and subsequently as criminals sent to Botany Bay in Australia. By 1996, more than 400 album covers had been made and an estimated 5 million single sales had been made.

Molly Malone – this song was written in the mid 1800s about 19-year-old Molly who died of typhoid fever. Her monument in Dublin has become a familiar landmark at the corner of Grafton and Suffolk Street. For more information, Google *Molly Malone* on the internet.

This Old House – Many people remember their mothers humming this song to them when they were young.

If There'd Never Been An Ireland – written in 1954 by Michael Hillebrand (Martin Kane), actor.

When You Were Sweet 16 - Written in 1898 by James Thornton. Made popular by Perry Como, 1947.

Isle of Innisfree – Song about an Irish exile in the U. S., dreaming about Ireland. This song was featured in *The Quiet Man*.

When Irish Eyes Are Smiling – Published in 1912, words by Chauncey Alcott and George Graff; music by Ernest Ball.

SPANISH INFLUENZA: THE 1918 PANDEMIC

One of the most deadly pandemics was that of Spanish influenza of 1918-1919. Each year about 30 to 60 million Americans caught the flu, and about 36,000 of them, mostly the elderly, died. But while World War I was raging in Europe, a new and more deadly mutated and particularly virulent strain of influenza arose. This microorganism resulted in the most devastating global epidemic in history and claimed more lives in a single year than the Black Death claimed from 1347 to 1351, and caused many more deaths than World War I. Although the exact number of its victims will never be known, it is estimated that Spanish flu took from 20 to 40 million lives, although some estimates reach as high as 100 million. It began as early as 1915 and reached its peak in the winter of 1918-1919, infecting about one-fifth of the world's people; about 550,000 to 675,000 of these were Americans. One of the groups hardest hit were American soldiers. On 18 October 1918, Washington, D.C. announced that loss of life from Spanish influenza in the American Expeditionary Force was approximately 45,000 soldiers, about the same number that died in the war. It also announced that Louisiana had about 350,000 cases of the disease during the past 40 days, but the total number of deaths in the state had not been compiled. The invasion of the Spanish flu caused anxiety in military circles and resulted in many changes in civilian life.

Although some cases of Spanish flu amounted to little more than a cold, the disease was deadly for millions. It had some of the same symptoms as malaria, but those treated with quinine showed no improvement. Some people died rapid deaths at home or on their way to work, just a few hours after they were infected; others developed the "most viscous type of pneumonia that has ever been seen," struggling for breath and hemorrhaging from the lungs. The disease circled the earth, following trading routes and shipping lanes, as all epidemics do. The mass movements of men aboard ships and in the armies probably aided its spread in military camps and crowded cities, but even country folks were not immune to it. Victims were largely the young and the strong, those from 15 years to 45 years, with more men than women succumbing to the disease. Many doctors warned that this was a new strain of influenza of unknown origin; others claimed it was just a fancy name for the "grippe," a common respiratory disease. In fact, the U. S. Surgeon General's office stated: "The epidemic of influenza now sweeping the country is similar to the epidemic of grippe so prevalent during the latter part of the eighties."

No one knew the origin of the disease. Theories ranged from German biological warfare to the use of mustard gases, and the smoke and fumes generated by the weapons of war. Many thought it was the end of the world---and it was indeed the end for many people. The disease probably originated in the Orient, but was given the name "Spanish influenza" because of the early and large mortality rate in Spain, where it was known as "La Grippe Espagnole," and killed about 8 million people. In India, the pandemic took from 10 to 17 million lives.

The first evidence of the disease in the U. S. appeared in March of 1918 at Fort Riley, Kansas. It quickly spread to military camps across the nation, but the authorities were too consumed with war to pay attention. By September, the second wave of the epidemic arrived in Boston, along with shipments of war machinery and supplies. As men assembled at military camps, the pandemic spread; in October alone, almost 200,000 died. The flu affected the war; many men on both sides were too sick to fight and died faster than bullets could have killed them. With the Armistice in November came parades and large parties that spread the deadly disease. As sick

and wounded men returned home, hospitals became overcrowded. Medical students cared for the sick and wounded; most doctors and nurses were away at war, and many had been victims of the flu. Emergency hospitals were created, and the Red Cross asked businessmen to let employees have the day off if they volunteered to work in hospitals at night.

No one was safe from the scourge. About one-fourth of the U. S. was infected with the disease. The situation was not much different from conditions that the Black Death created in the 14th century. Public meeting places were closed. Stores could not hold sales; storeowners left grocery orders outside. Few attended funerals, which were limited to 15 minutes. Neighbors hesitated to talk together, fearing contagion. There was a shortage of coffins, gravediggers, and morticians; bodies piled up as the death toll rose. Health certificates became mandatory to enter a town or travel on railroads. Doctors and scientists, armed with new germ theories, urged using antiseptics and quarantines. Police and health officers enforced the new restrictions. Most people accepted the restrictions, and those who disobeyed the law were heavily fined. At this time, Bayer aspirin, which helped relieve fever and suffering of flu victims, had just come to the U. S. However, Bayer was a German company, and many Americans thought aspirin might be a form of germ warfare, a theory probably suggested by U. S. government officials.

On 27 September 1918, officials at Gerstner Field, an air training field just east of Lake Charles, announced that there were no cases of flu, but at Camp Beauregard near Alexandria, the first flu appeared in the state. It was reported that 1,500 soldiers of the 13,300 stationed there were stricken and that the camp was under strict quarantine. New Orleans reported 14 cases, with a death. The next day, Gerstner Field reported no influenza, but 3 deaths were reported at Camp Beauregard. On 30 September, New Orleans reported: "With 2,500 cases of Spanish influenza and 2 deaths reported this morning by the commander of Camp Beauregard, and with from 100 to 150 cases reported at the Algiers Naval Station, hitherto free from the epidemic, the inroads of the disease in Louisiana are believed to have reached their crest." It was pointed out that New England's climate was largely responsible for the "great headway" the disease had made in that part of the country, but the moderate climate of Louisiana should deter an epidemic.

Two young Lake Charles men, who had been stationed at Camp Beauregard for only three weeks, became victims of Spanish influenza. CLARENCE ROTHKAM, the 21-year-old son of Mr. and Mrs. FRED ROTHKAM, died on 5 October 1918. IDA AUCOIN, his fiancée who spent a few days with him before he died, caught the disease and died a few days later. ROY WYNN, the 18-year-old son of Mr. and Mrs. C. W. WYNN, died on 6 October 1918. THOMAS M. LYNCH, also of Lake Charles, died of influenza at the Marine Corps Base at Quantico, Virginia.

On 2 October, two "light cases of Spanish influenza" were reported at Gerstner Field, and only soldiers on official business were allowed to come into Lake Charles. By 3 October, there were 100 cases of flu at Camp Shelby, Mississippi, just outside of Harrisburg. Their medical officer stated that influenza at "Camp Beauregard was the same mild type that we have experienced. In New York one of every four has suffered with the disease and 10% of the cases have developed into pneumonia. At Shelby only 1% of the cases have developed into pneumonia," reiterating that the disease was not as dangerous in the warmer climate of the South. The disease began to spread among the civilian population. At Gerstner Field, there were 6 cases of influenza, but

officials insisted that they were mild cases, and not the Spanish flu, so the quarantine was lifted. By 3 October, Louisiana State University at Baton Rouge had about 40 cases, and was quarantined. Algiers and West End Naval stations near New Orleans reported a decrease in cases, as did the army camps at Jackson Barracks in Baton Rouge, Camp Martin at Tulane and Camp Nichols. New Orleans reported that 6 cases had come into port aboard a ship.

On 4 October, U. S. Surgeon-General RUPERT BLUE announced that the only way to stop the spread of Spanish flu was to close churches, schools, theaters and other public institutions that had the disease. New Orleans reported 400 flu cases at Algiers and West End, places that had just announced a decrease in the disease. Two West Indian members of the steamship crew died, and others were under observation. New cases of flu appeared at L. S. U. The State Board of Health reported the following: Lake Arthur-8, Lafayette-6, Franklinton-5, Echo-3; Scott, Matthews, Covington, and Hammond-1 each. By 5 October, there were 425 cases at the Algiers and West End Naval Stations, but no deaths. New Orleans Charity Hospital reported 57 cases. Jackson Barracks reported 20 cases, with one death. Thirty-seven new cases were reported in Louisiana on this day, distributed as follows: Avoyelles-2, East Baton Rouge-2, Lafayette-2, Natchitoches-6, Morgan City-2, Berwick-2, Slidell-7, Talisheek-3, and Hammond-1.

The first case of Spanish flu in Lake Charles was at the residence of the HENRY M. BOESE family, Mennonites who had just moved from Kansas. Doctors were still describing the flu as a simple cold, but the flu was fatal to 20-year-old JACOB BOESE; he was buried at Graceland Cemetery. Then the flu struck the prominent ALBERT J. BEL family who lived on Mill Street. The only son in the family, ERNEST BEL, succumbed to the disease on 16 December 1918. Two weeks later, ALBERT J. BEL, heartbroken by his son's death, also died.

A meeting of the Lake Charles and Calcasieu Parish Boards of Health was called and was attended by Dr. A. J. PERKINS, Dr. G. C. McKINNEY, W. S. GOOS, E. S. SPENCE, and JAMES A. WILLIAMS. They ordered city schools, churches, picture shows and other public meeting places in Lake Charles to be closed on 6 October, saying that the closings were a precaution to prevent the disease from spreading, and not a quarantine. Mayor TROTTI issued the ordinance to be in affect for 21 days. The Al G. Barnes Animal Circus and the Barnum & Bailey circus were cancelled. Gerstner Field was put under quarantine on 7 October. The Oakdale Board of Health cancelled the parish fair and ordered the closing of all schools, churches and other meeting places. On 8 October, Atlanta reported over 50,000 cases of flu among American civilians. It estimated that there were 7,000 to 8,400 cases in New Orleans, and ordered that every case of Spanish flu that had developed since 1 October be reported. The following cases were reported in the state on the morning of 8 October: Alexandria-51, Ruston-45, Pineville-17, Jonesboro-13, Mansfield-15, Scott-11, Lafayette-2, Sorrento-7, Sulphur-5, Broussard-2. Plattenville, Belle Alliance, Lake Arthur, New Iberia, Hammond, Bayou Sara, Laurel Hill, and St. Francisville each had one case.

On 9 October, Surgeon-General BLUE issued a pamphlet on the care and prevention of Spanish influenza, "a three-day fever or the flu." He said epidemics of influenza had visited this country since 1617, when the first epidemic was brought from Valencia, Spain. He stated that the flu epidemic in 1889-1890 started in the Orient, spread to Russia and France, and then to the entire civilized world; three years later, another epidemic of influenza spread widely over the U. S.

BLUE said that although the present epidemic was called Spanish influenza, some authorities believe that it came from the Orient, and that the Germans mentioned the disease along the Western front in the summer and fall of 1917. He explained that the disease was merely the grippe, a malady seen almost every winter; unfortunately, this was a more virulent strain.

Schools and all public meeting places were closed statewide. On 9 October, Lafayette announced 2 cases of flu in the dormitories at the Southwestern Industrial Institute (S.A.T.C.). The Algiers Naval Station reported over 700 cases, with 4 deaths, and Charity Hospital in New Orleans was treating 230 cases. Flu spread into Mississippi, where Jackson reported more than 600 cases. Still, the medical officer at Gerstner Field insisted there was no Spanish influenza there, but only a "few mild cases" of flu, who were "doing nicely."

The epidemic spread like wildfire and the epidemic in Louisiana worsened. By 10 October, 432 new cases had been reported in New Orleans and the situation at the Algiers Naval Station was critical, with 772 cases of flu and 7 deaths. The State Health Board reported a total of 1,872 cases in 2 hours. The Red Cross appealed for nurses, nurses' aides and volunteers...anyone to handle the New Orleans influenza epidemic. On 12 October, a newspaper reported that Lake Charles had mild cases of flu, but that last year's epidemic of the grippe was much more virulent than Spanish influenza. However, within 24 hours, 98 new cases were reported in town, bringing the total of cases to 150. The Federal Government sent Dr. CORPUT to take charge. By 16 October, the total number of current flu cases in Lake Charles was estimated at 980, and the total number of cases in town so far was estimated at 1,185. Influenza was said to be decreasing in Lake Charles and at Gerstner Field, where cases had been generally mild with only 5 deaths. For the week ending 19 October, the Louisiana Public Health Service reported a total of 47,662 influenza cases, 347 cases of pneumonia; 323 of these were at Camp Beauregard. On that date, Calcasieu Parish had 1,341 cases of flu, with 1 case of pneumonia. On 23 October, Camp Beauregard reported only 10 new cases with 9 deaths there.

On 24 October, at nearby Orange, Texas, there had been 5,456 cases of influenza during the epidemic, with 51 deaths; flu had invaded 88 percent of the homes and affected 36 percent of the population there. At Alexandria, Louisiana, there had been 15 deaths over the past 2 days. In Lake Charles, the town had only about 61 cases. According to City and Parish Health Officer, Dr. McKINNEY, by 26 October, there were no new cases of Spanish influenza in Calcasieu Parish, but he cautioned that "this new disease, like all pulmonary diseases, leaves the patient susceptible to pneumonia." He repeated the theory that the disease does not thrive in a damp climate and will not prove as fatal in the South. His theory did not prove true, for in nearby Beaumont, Texas, on the 26th, there was a large increase of new flu cases---118 new cases, with 4 deaths in a single day. To help fight the epidemic, on 30 October, the Food Administration in Washington gave an extra sugar allotment to patients and those who cared for them.

The flu situation improved in Orange and Lake Charles, and the quarantine was lifted at Gerstner Field. New Orleans reported that the flu "among the colored people" was "on the increase." By 6 November, 25 new cases were reported in Lake Charles on Monday and 36 on Tuesday. Dr. McKINNEY went to New Orleans for a public health meeting, at which it was decided to leave the reopening of schools and other public places to the discretion of the local health officer. Dr. McKINNEY addressed a group of Lake Charles ministers about opening Sunday schools and

churches, emphasizing that certain health restrictions should be followed, that there should be a sufficient circulation of fresh air, and there should be no Sunday Schools permitted by the state until after 17 November. New Orleans reported that flu was "dying out in Louisiana," and only 17 cases were reported in the city on the 14th. The ban on theaters and other public places of entertainment was lifted on 15 November in Lake Charles. The Arcade Theater, which had been repaired and renovated "at great expense," and the Paramount Theater would reopen. Parish schools, after being closed for five weeks, would reopen on Monday, 18 October.

Although the exact total of deaths from the epidemic was not known, on 18 October, newspapers reported "Influenza Toll Exceeds Warfare." City and parish schools reopened, although there were still 31 cases of flu in town. Dr. McKINNEY stated that there were probably as many cases of flu as at the beginning of every winter. He gave the following statistics: on 21st October; 34 new cases; on the 22nd, 44 cases; on the 23rd, 12; on the 24th, 21. However, Dr. McKINNEY warned that there were two cases of smallpox in town; one victim, housed in the city jail, had contracted smallpox in Beaumont. There were two cases of smallpox in Westlake, contracted in Orange, and one case at the Locke-Moore Logging Camp, contracted in Glenmora. He urged everyone to get a vaccination, and said that smallpox this year was particularly virulent. There had been an epidemic in Beaumont for the past two months, which had resulted in several deaths. Now it was epidemic in Lafayette, Glenmora and Oakdale.

Spanish influenza, smallpox, then flu again! Just as people thought the flu epidemic was coming to a halt, it flared up. By December 2, Lake Charles had 124 new cases of flu; on the 3rd, 133; on the 4th, 100; on the 5th, 142; on the 6th, 138. On 3 December, officials again closed schools, churches, and all other public meeting places. The Carnegie Library, the only library in the town or parish, was kept open for the circulation of books, but the reading room was closed. On 4 December, Gerstner Field was quarantined. On 5 December, Father CRAMER took issue with the closing of churches and schools, viewing this step taken by the Board of Health as a "menace to the rights and liberties of the people."

The parish schools in Sulphur and Vinton had closed, but on 11 December, the Calcasieu Parish School Board, which consisted of J. W. ROSTEET (President), L. L. FUNK (Vice-president), J. A. CONEY, Dr. H. W. VINCENT, J. E. HURSH, W. T. KENT, and M. J. KAUFMAN, decided to leave the closing problem of other schools to their communities. On the same day, the U. S. Surgeon-General, assured the public that "The country need not fear that the influenza epidemic will return. It has come and gone for good." However, he explained that there might be sporadic outbreaks of the disease. On 12 December, the newspaper reported that Mayor TROTTI was "very much encouraged over the facts and figures;" only 13 new cases had been reported that day. By the 17th of December, the quarantine had been removed from Gertsner Field.

However, Spanish influenza continued to rage. Places that had escaped the disease before were now feeling its brunt. On 19 December, urgent calls for nurses went out in Alabama and for the State Hospital for the Insane at Jackson, Louisiana. The disease was an epidemic in Mansura and Slidell, Louisiana, but on 2 December, Lake Charles reported only 8 cases. Petitions to the Board of Health to reopen churches for Christmas were signed by: Rev. H. CRAMER (rector, Catholic Church); Rev. C. B. W. WEED (pastor, Episcopal Church); Rev. TH. WEGENER (pastor, St. John's Lutheran Church); Rev. R. L. POWELL (pastor, First Baptist Church); Rev.

W. W. HOLMES (pastor, Methodist-Episcopal Church, South); Rev. J. P. McKENZIE (pastor, Presbyterian Church); and Rev. J. HOWARD GRAY (pastor, First Methodist Episcopal Church).

At the Board of Health meeting on 14 December, discussions grew heated. Dr. T. H. WATKINS opposed Dr. McKINNEY's theory that if you had enough circulating air, the disease would not be spread. Dr. WATKINS said ventilation made no difference; if the carrier was present, the disease would be spread. He supported keeping the schools, churches and other meeting places closed during January and February, "months of the greatest severity and mortality of the disease." Doctors JOHN GREEN MARTIN, GEORGE KREEGER, W. P. BORDELON and H. B. WHITE all agreed; Dr. WHITE even thought that houses of flu victims should be quarantined. WALTER GOOS was in favor of tightening the quarantine. Father CRAMER was willing to have the church regulated if other places had regulations; he cited a Negro school that had poor ventilation and 110 pupils, and no one had come down with the disease. Attorney JAMES WILLIAMS was in favor of churches opening for religious services, but opposed to opening schools and picture shows. City School Superintendent YEAGER wanted the schools to reopen, stating that "other places are as dangerous as the schools." Rabbi JOSHUA BLOCH said that it was against the Constitution to close churches, and that they should be reopened. Those at the meeting included: Dr. G. C. McKINNEY, Dr. T. H. WATKINS, Dr. H. B. WHITE, Dr. W. P. BORDELON, Dr. PAUL QUILTY, Dr. JOHN GREEN MARTIN, WALTER GOOS, ED SPENCE, GRANT MUTERSBAUGH, T. F. BLAYLOCK, W. B. SHADDOCK, W. J. MARTIN, Hon. LEON LOCKE, J. J. NELSON, J. N. YEAGER, Rev. C. B. K. WEED, Father CRAMER, Rabbi BLOCH, RUFUS GREEN, THOMAS C. PLAUCHE (Attorney), JAMES LEVEQUE, J. A. LANDRY, T. ARTHUR EDWARDS (Attorney), JOE MALLOY, BERT TILLER, Mayor TROTTI, JAMES WILLIAMS, L. L. SQUIRES, Commissioner CROSBY, Commissioner WENTZ, and Mayor ELAM of Mansfield, Louisiana. Other doctors in the area were: ALLEN J. PERKINS, ROBERT HOWELL, WILLIE FISHER, R. GORDON HOLCOMBE, E. I. CLEMENS, FRANK TUTEN, J. A. CRAWFORD, and E. J. LYONS.

Lake Charles reported 5 new cases of influenza on the 24th, none on Christmas Day (the doctors did not work), and 6 on the 26th. Attending the meeting of the Health Board were: Dr. G. C. McKINNEY (President), WALTER GOOS, Dr. W. P. BORDELON, Dr. A. J. PERKINS, and Mayor TROTTI; Mr. SPENCE was absent. Dr. McKINNEY and Mayor TROTTI had an argument over the handling of the epidemic. Interested spectators were: Rev. J. F. McKENZIE, Dr. PAUL QUILTY, KYLE RAMSEY, FRED BAUMGARTEN, DALLAS GROSS, ED MILLER, BEN COLLINS, HENRY FANGUAY, BERT TILLER, A. G. WACHSEN, Rabbi JOSHUA BLOCH, C. M. BRADEN, Capt. GREGORY of the Salvation Army, T. F. BLAYLOCK, W. J. S. HARMON, W. H. SHADDOCK, L. E. STANLEY, and MORRIS KUSHMAN. Everyone agreed that health conditions had improved, and all schools were ordered to reopen, except for Sulphur and Mouton in Vinton, which had heating problems. On 29 December, 16 new cases of flu were reported; on the 30th, only 5 new cases were reported.

A newspaper article dated 31 December read: "Poor old 1918! Nobody has a good word for it. It began last winter by being the coldest one recorded since weather bureaus became common. Then it was so dry the wind blew seeds out of the earth before they could get enough moisture to sprout; salt water got in the rice; deep wells refused to yield the volume of fresh water they were expected to and things went from bad to worse; with August came the hurricane that caused such

destruction, and after that rain, rain and rain, until harvesting became a problem...Then just when things began to look up a bit, the flu came along, and from that time on, over the whole United States this strange disease has wrought destruction, broken up homes and wiped out whole families... ” The New Year brought little relief as Spanish influenza continued to menace the country. On 1 January 1919, flu cases in New Orleans took a “sudden leap forward,” with 128 cases and 13 deaths reported. Lake Charles flu cases were reported as: on the 1st, 8 cases; on the 2nd, 9; on the 3rd, 15; the 5th, 9; the 6th, 12; and the 7th, 5.

On 14 January 1919, Dr. McKINNEY addressed the Rotarians, stating in 1915 the death rate from pneumonia began to increase in the United States, and continued through 1916 and 1917. In the winter of 1917, there was an outbreak of about 10 cases of influenza at the Sulphur Mines; some of the cases were diagnosed as malaria and treated with quinine, but all got well in a few days. During the winter of 1916 and 1917, there was a great deal of "la grippe." He said that about 29 August 1918, the disease appeared at Chelsea, Massachusetts, in its present form, after having been in Europe for some months. A few days later it appeared at the Great Lakes Naval Training Station, and by 1 October, it had spread from the Atlantic to the Pacific, from the Great Lakes to the Gulf of Mexico. Dr. McKINNEY stated: "It travels like a hurricane, and leaves death and destruction in its wake." He said that some cities were having their second or third outbreak of flu and that half of the people in the country had already had the disease. Regarding Lake Charles, he estimated about 35% of people sick with flu had not had a physician, and there had been about 8,700 cases in the city, with a death rate of 7/10 of 1%.

Some doctors claimed to have a vaccine or treatment, but newspapers reported no miraculous cures. A patent medicine called "Tanac" was advertised to help flu victims. It was sold in Lake Charles by Gordon's Drug Store, in Vinton by the Brooks Co., in Westlake by the Westlake Drug Co., in Iowa by B. F. Watts & Co., in DeQuincy by JOHN E. PERKINS and in DeRidder by the City Drug Co. Grove's Tasteless Chill Tonic, containing quinine and iron, was also advertised to prevent and cure the grippe, and was "acceptable to the most delicate stomach." A bottle cost 60 cents and came with a laxative "to be used in connection with treating cases of Spanish Influenza." Catotah tablets also claimed to help the flu; they sold for 35 cents a package.

Spanish influenza devastated the earth in 18 months, but vanished as quickly as it came. It usually claimed several members of a household, often took entire families. Two milder epidemics followed the 1918 pandemic---the Asian flu in 1957 and the Hong Kong flu in 1968. The 1918 influenza virus was not identified until 1933, when it was discovered that the flu had come directly from an avian or bird virus and had moved into humans after slowly mutating over a period of years. Researchers have traced 38 illnesses that have jumped species from animals to humans in the last 25 years. According to scientists at the University Of Edinburgh, Scotland, there are 1,407 pathogens---viruses, bacteria, protozoa and fungi---that can infect humans; of these, 58% come from animals. Influenza is typically associated with viruses from birds, pigs, or cats. One theory claims that the virus strain of the 1918 flu pandemic originated at Fort Riley, Kansas, where poultry and swine were both bred for local consumption.

A list of Spanish flu victims in Lake Charles was given in the *Lagniappe Magazine* and included:
BAGGETT, W. C. CORBELLO, JULIA HAWKINS, RUBY T.

BAKER, LAWRENCE	DAVIDSON, BERYL B.	HENDRICKSON, JOHN
BAKER, HENRY	DOBBERTINE, LOUIS	KNUDSEN, JOHANNA
BEL, ALBERT J.	DUPIN, LOUIS	LYNCH, THOMAS N.
BEL, ERNEST	EASON, NATHAN C.	MORRIS, FRANCES N.
BENOIT, EMMA DAVIS	EDGAR, OLIVE SOULE	RIGMAIDEN, THOMAS
BINION, BURGESS	ELFAR (?), ADELINE	ROCHE, MICHAEL H.
BINION, LOIS	FORD, JOHN C.	ROTHKAM, CLARENCE
BLAND, ALBERT DAVIS	FOURNET, JOSEPH G.	SALLIER, J. H.
BOESE, HENRY	GAMMAGE, PAUL	SANNER, GARFIELD
BOESE, JACOB	GEORGE, OTTO	SCOTT, Dr. JOHN S.
CAMALO, SAM	GRAY, MARY J.	SMITH, Mrs. H. F.
CARLIN, WILLIE E.	HART, MITLAND	SPENCE, JUSTIN R.
CARTER, EVELYN McCORMICK	HART, ROBERT A.	TERRANOVA, ANGELINA
CASCIO, JAMES	HARTZOG, J. E.	TIMPA, TONY P.
CHAFFIN, REESE	HARVESON, MABLE	WELSH, CHARLES J.
CONRAD, JOHN C.	HARVESON, SAM	WYNN, ROY

We are still not safe! A biological catastrophe is always within the realm of possibility. While scientists consider that most of these pathogens are “emerging” or “reemerging” and will never cause widespread epidemics, “bird flu” is an exception and the rapid advance of the H5NI, a new strain of flu from Asia that has spread to Africa and Europe, has awakened grave concerns. It is known that “bird flu” is extremely deadly, and according to the World Health Organization, “bird flu” tends to kill half of the people it infects. As Dr. ROBERT WEBSTER warns us, “All the genes of all influenza viruses in the world are being maintained in aquatic birds, and periodically they transmit to other species...the 1918 viruses are still being maintained in the bird reservoir. So even though these viruses are very ancient, they still have the capacity to evolve, to acquire new genes, new hosts. The potential is still there for the catastrophe of 1918 to happen again.” Scientists are working diligently to create new vaccines and treatments to ward off any influenza pandemic that may threaten the world again.

[Editor's Note: Thanks to JEANNIE FARQUE for gathering newspaper articles. from *Lake Charles American Press*. (Sept. 27, 28 & 30, 1918; each day in Oct. 1918; November 2, 4, 6, 7, 8, 9, 14, 15 & 30, 1918; Dec. 3, 4, 5, 9, 11, 12, 13, 16, 17, 18, 19, 20, 23, 24, 27, 28, 30, & 31, 1918; Jan. 1, 2, 3, 6, 7, 8 & 14, 1919; Feb. 20, 2006)

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Billings. *The Influenza Pandemic of 1919*. <http://virus.stanford.edu/uda/>

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http://news.nationalgeographic.com/news/2005/10/1005_051005_bird_flu.html

NO SPANISH FLU AT GERSTNER FIELD. A newspaper reported: “Barring accidents, there have been five deaths.” Three were accidental, though not resulting from aeroplane [sic] accidents. One was killed by lightening, two died from drinking bay rum [hair tonic with a high alcoholic content], one boy died of heart trouble and one of pneumonia, which he contracted before coming to Gerstner Field.”

Lake Charles American Press (10/23/1918)

1942: THE WAR EFFORT AT HOME

“When you’re at war you think about a better life.

When you’re at peace you think about a more comfortable one.” Theodore Wilder

As war raged overseas, the shadow of war hung over all Americans. At home fear of saboteurs, spies, air raids, and invasion filled the country, but Americans demonstrated their patriotism on every level. The Emergency War Powers Act was passed, and the U. S. geared her peacetime industries for war. Automobile factories turned out tanks, jeeps, and trucks for the army, while airplane factories operated twenty-four hours a day. Factories stopped making cars, household appliances, pots and pans, bicycles, automobiles and other objects made from metal; even eyeglasses and bobby pins were unavailable. Companies, such as Colt and Winchester that ordinarily made firearms, began producing weapons for the war. Still there were not enough arms to go around, and draftees practiced with broomsticks for guns and used raw eggs for hand grenades. Places that had merely been dots on a map became all too familiar; some of them became part of a family’s history as American soldiers fought and died all over the world.

Rationing began. Many ships had been sunk and the war effort was making such great demands that shortages of sugar, coffee, latex, aluminum, iron, leather, and petroleum products arose. Gas, essential to the war, was rationed, limited to four gallons a week for each family in the “A” classification. Those who did essential war work were given a “B” classification and could buy eight gallons a week. “C” cardholders, who were considered very essential to the war effort, could get twelve gallons, while those with “X” cards, which included ministers, policemen, volunteer firemen and other civil defense workers, could buy unlimited amounts of gas. Tires were almost impossible to get, and recapped tires became the norm.

Families received ration coupons for shoes, gasoline, canned food, coffee. Blue ration books contained stamps for canned and frozen fruits and vegetables; dried beans and processed foods, such as soup, catsup and baby food. Sugar was rationed and sometimes was impossible to find. Meat, butter, shortening and oils required stamps from red ration books. Women had to balance their budget and count their food stamps. For example, a rib roast cost 29 cents a pound and required seven points, and a porterhouse steak cost 39 cents a pound and required eight points. Menus were given a lift when Kraft invented the macaroni and cheese dinner, which required only one coupon for two dinners. Butter required more coupons than oleo, so most families switched to the cheaper spread. Oleo was white and had to be “colored” with an orangey-yellow substance, but many housewives were too busy to mix the color in with the oleo; without the color, oleo looked (and sometimes tasted) like lard. Victory gardens popped up in almost every space available to provide fresh vegetables for families and subsidize rationed foods. By 1945, it was estimated that about 40% of the country’s vegetables were produced in Victory Gardens. Chicken, rabbit and fresh fish did not require meat coupons since they were often raised or caught close to home. They were substituted for beef and pork, which were rationed. Cottage cheese also became a meat substitute. If a family ran out of coupons before the month was over, they had to substitute unrationed foods in their menus. It was illegal to buy rationed items without the necessary coupons, but a Black Market flourished for those willing to pay exorbitant prices for rationed items or stolen stamps.

The war changed life in America, but vanity remained. Although elastic was hard to get, women refused to give up their girdles. Stockings were scarce, but many women did not want to display bare legs, so some resorted to "liquid stockings," coloring their legs with anything from boiled onion skins to commercial products. To get the effect of a "seam," a straight line was drawn down the middle of the back of the "stocking" with an eyebrow pencil; this was exacting work, and usually a friend helped. "Liquid stockings" were cheap and did not "run," but they ran down the legs when they got wet. Rainy and hot weather were great disadvantages to fashion.

Farms had a shortage of workers as farm hands, domestic workers and others flocked to the factories for higher paying jobs. Many non-essential businesses, such as circuses, were forced to close. Shipyards began turning out a "Liberty Ship" every two weeks. Women joined the work force, taking the place of men who had gone off to fight. They began to earn money while still managing homes and families, and when the war was over, many of them resented being pushed out to make room for returning veterans. However, there were few, if any, established day care centers and women often had problems in finding caretakers for children. Consequently, older children were often left on their own, and juvenile delinquency and vandalism increased. Not all women found employment in factories and war plants. "Victory Girls" became entertainers in beer joints, honky-tonks, nightclubs, and less savory places.

Patriotism blossomed. Young men flocked to join the Army, Navy, Marines and Air Corps. Americans invested in savings stamps and bonds to finance the war. Women volunteers rolled bandages, manned the Motor Corps, made coffee and sandwiches for servicemen, knitted watch caps, sweaters and afghans. Young women danced with servicemen at USOs and YMCAs. Families wrote V-mail letters to their fathers and sons; older men became air raid wardens and watched their assigned blocks for trouble. However, as in any war or other emergency, there were scams, shoddy products, price gouging and black markets. Anti-war religious sects, such as the Quakers and Seventh Day Adventists, continued to preach against the war.

The war transformed the face of America as social classes were mixed in the armed services and the workplace. Shipyards, military training bases, aircraft factories, and chemical plants were quickly built all over the country, and the influx of workers created an acute housing shortage as the population of towns grew. Mobile, Alabama, doubled its population in just a few months. Lake Charles changed from a quiet little town to a boomtown with oil refineries, chemical plants, and an air base...and an exploding population. While construction companies hurried to erect housing, people rented or bought whatever shelter was available---single rooms, converted garages, camps, sleeping porches, sheds. New houses were usually quickly and poorly built, but they provided shelter. Schools became overcrowded. Despite pleas from the public, the government ignored the long-established social traditions against mixing the races. Tensions rose, and inevitably white and blacks clashed in the service and in the workplace. Riots resulted; not all of them were in the South.

The war effort was full of ironies. The U. S., the Hawaiian Islands and the Philippines had large populations of Japanese. There were 112,000 Japanese-born citizens (Issei) and American-born Japanese (Nisei), who lived mostly on the West Coast and who were farmers, small businessmen or fishermen. They lived near factories, shipyards, naval bases and ports that were essential for the war effort, so no chances could be taken. It was certain that there were spies among them;

authorities had intercepted messages from Tokyo urging the Japanese in America to incite anti-war feelings among "Negroes, communists, anti-Semites and labor union members" to undermine the war. On 19 February 1942, President ROOSEVELT issued Executive Order #9066, calling for the rounding up and internment of several thousand Japanese suspected of enemy activity in Hawaii and on the West Coast. Thousands of Germans and Italians, some of whom were non-citizens, were also sent to internment camps as possible spies and saboteurs.

The Executive Order did not throw all Japanese into concentration camps. It called for the military evacuation of Japanese people from certain parts of the West Coast, including Washington, Oregon, Arizona, and all of California and Alaska. They were free to relocate, and over 10,000 Japanese moved eastward. Some had small farms or businesses that they did not want to leave. Others did not speak English; did not have the money to leave; or had no place to go. When it became obvious that the evacuation plan was not working, it became necessary to move the Japanese to relocation centers or camps where they could stay or voluntarily move to any part of the U. S. except the forbidden areas. It was the best plan at the time, although later it became highly controversial, and the Japanese demanded reparation several times from the government for unfair detention and forced relocation.

Although there were a few saboteurs and spies among them, most of the Japanese Americans were loyal. Some Nisei formed military units that fought in Europe; some were used to train the Dog Army. Few people have ever heard of the Dog Army of WWII for which thousands of dog owners gave up their pets in the name of patriotism. Ironically, the dogs were taken to Cat Island, off the Mississippi Gulf Coast, to be trained to attack the Japanese in case they invaded the West Coast. The canine trainers, equipped with padded devices and facemasks, taught the dogs to become attack dogs, but there was a problem; the dogs could not distinguish the good guys from the bad. Then the Nisei, the Japanese-Americans who had recently formed military units, were asked for volunteers for a hazardous mission. They were sent to Cat Island to be attack subjects for the Dog Army, but despite all their equipment, the dogs mauled some of the Nisei. To further complicate matters, when the dogs heard the noise of artillery, some went wild and others just sat around, apparently confused by the noise. The Dog Army experiment was abandoned, but dogs were used throughout the war for sentry duty and reconnaissance.

Many crackpot ideas were tried in the war; some worked and some didn't. WINSTON GROOM in his book *1942-The Year That Tried Men's Souls* gave some of these. In those days, pots and pans were valuable household items that had to serve for many years. They were made of thin aluminum, which was subject to small holes. Itinerant tinkers came around periodically to mend the pots. When the war came, there was a shortage of aluminum for airplanes, so housewives were urged to contribute their old pots and pans to the scrap drives. Mr. GROOM said that the aluminum drives were basically fiascos; the aluminum was not the type used in aircraft, and the donated pots and pans were melted down to make new pots and pans for the housewives to buy. Mr. GROOM also told that many midgets worked in the aeronautical industry during the war. They could accomplish tasks other people could not do by getting into small spaces, such as the wings of airplanes, where they could tighten bolts.

Another unusual plan was investigated...to set fire to the paper houses typically used in Japan. Bats were to be equipped with incendiary devices, which would ignite when the bats gathered in

the eaves of the Japanese houses. Transportation of bats to Japan was a problem, but thousands of bats were collected from caves and taken to Harvard University where they were fitted with incendiary devices. However, the devices proved too heavy for the bats to fly. Undiscouraged, scientists got larger bats from South America...and sure enough, the bats could fly with the devices and the tests worked. But there was a hitch. When they turned the bats loose, it was their mating season...and the sparks really flew! Needless to say, this plan was canceled, but not until it had cost \$2 million, the equivalent of \$20 million by today's monetary values.

America was in grave danger in 1942, but unknown to either side, the winds of war were changing. It was a critical time, when freedom held on by a thread. It was a turning point in the war, but the war still had a long way to go, and the outcome was uncertain. The year 1942 was a difficult time, full of uncertainty and fear. It was indeed "a year that tried men's souls." What were you doing in 1942?

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DID YOU KNOW that many Indonesians were hostile to the Dutch and other Europeans during WWII because of a cataclysmic event that took place 60 years previously? In 1883, when the Krakatoa volcano, located between the Dutch islands of Java and Sumatra, blew the island apart, it caused a great tidal wave that killed about 10,000 native islanders. Some Islamic leaders, who had recently immigrated to the area from the Arabian Peninsula, used the tragedy to blame the "Western Infidels," claiming that Allah had caused the volcanic eruption to show his displeasure with the Dutch. This attitude remained and soured the relations between the Dutch and the Indonesians during WWII.

Groom. 1942: The Year That Tried Men's Souls

DID YOU KNOW that for thousands of years the island of Midway Island was inhabited only by birds, and was frequented only by Japanese feather hunters? It was discovered and claimed for the U.S. by an American sea captain in 1859. Eight years later, after the Civil War had ended, formal ceremonies were conducted to annex it. In the 1930s, it was used as a naval base for reconnaissance and refueling. Pacific Pan-American clipper ships also used it for a refueling base. The airline officials built a hotel and planted palms and tropical vegetation, turning the island into a tropical paradise for their guests, but during the war Midway, halfway between Hawaii and Japan, became a strategic location for both sides.

DO YOU REMEMBER Marathon Dance Contests that were popular in the late 1930s and early 1940s? Couples who could stay on the dance floor the longest were awarded prizes. Couples held each other up as they dozed or rested, but at all times, their feet and bodies had to be swaying to the music. Sometimes marathon dances lasted 24 hours or more. Although the prizes usually never exceeded \$25, the fame of the marathon winner eclipsed the award.

BATTLESHIPS were named for states (Alabama, Utah); cruisers were named for U. S. cities (Indianapolis). Destroyers were named for important or heroic people; and aircraft carriers were named for Revolutionary War battles (Lexington, Yorktown) or stinging insects (Wasp, Hornet).

MURPHY'S LAW OF GENEALOGY.

None of the pictures in your recently deceased grandmother's photo album have names written on them.

Copies of old newspapers have holes occurring only on the surnames.

SOME WORLD WAR II VETERANS FROM SOUTHWEST LOUISIANA

[EDITOR'S NOTE: This is another in a series of articles on the MILLER family in Louisiana. Much of this material is included in a book by MURPHY MILLER of Alachua, Florida. It tells of the MILLER's service in WWII. From the *Cameron Parish Pilot*, 16 September 2004.]

ARCENEUX, CHARLES L., Jr. (Lake Charles). U. S. Navy serving in Shanghai near the end of WWII, training in demolition with the scouts and raiders, now recognized as the Navy Seals. He married EMMA ARMETA McCALL, the daughter of HENRY ALBERT McCALL and MARY GLADYS MILLER. She is the granddaughter of ALCIDE MILLER and EMMA NUNEZ, and great-granddaughter of JEAN MILLER and MARIE FRANCOISE MAYER.

CHANCE, JOHN EDWARD. He married JORETTA ANN ACHEE (Grand Chenier). She is the daughter of JOSEPH GORDON ACHEE and MARY WINNONA MILLER. MARY W. MILLER is the granddaughter of ALCIDE MILLER and EMMA NUNEZ. ALCIDE MILLER is the grandson of MICHEL MILLER and HIACINTHE LeJEUNE, and the great-granddaughter of JEAN MILLER and MARIE FRANCOISE MAYER.

GAUTHIER, JAMES CHARLES "J. C." (Jennings). USMC in the South Pacific and on Wallis Island in WWII. He married MARY ANN MILLER, the daughter of JEAN MILLER and MARGUERITE CLEMENT. JOHN L. MILLER is the 2nd great-grandson of MICHEL MILLER and HIACINTHE LeJEUNE.

MARTEL, DEWEY. (Eunice). U. S. Army. He served in Europe. He is the brother of GERVIS P. MARTEL (below).

MARTEL, GERVIS PAUL. (Eunice and Tampa, FL) U. S. Navy (Carpenter's Mate 1st Class Petty Officer). He is the son of ETIENNE MARTEL and CLEMENTINE SAVOY. She is the granddaughter of PIERRE SAVOY and EUGENIA MILLER, and the granddaughter of JEAN MILLER and MARIE FRANCOISE MAYER. He served on the *USS Carina*, a cargo ship that supported the Pacific Fleet, specifically Espirito Santo and Guadalcanal.

McCALL, NORMAN FRANCIS. (Grand Chenier) He was in the U. S. Navy and served on the *USS Jack*, a submarine. He is the son of HENRY ALBERT McCALL and MARY GLADYS MILLER, and the grandson of ALCIDE MILLER and EMMA NUNEZ. ALCIDE MILLER is the son of MICHEL MILLER and HIACINTHE LeJEUNE.

McCAULEY, HELIN. (Oberlin) U. S. Navy. He served on the *USS Alexandria* (Cve-18) stationed in the Pacific. He married LOUELLA FONTENOT, the daughter of EUCLIDE FONTENOT and MYREA MILLER. She (LOUELLA) is the granddaughter of ANTONE SALOMON MILLER and OPHELIA FONTENOT. ANTOINE is the grandson of JEAN MILLER and MARIE M. BOUTIN.

MHIRE, EDISON ROBERT (Grand Chenier) U. S. Army. He was stationed at Luxembourg, Belgium. He is the son of APOLINAIRE MHIRE and MARY ALICE BONSALL MARY A.

BONSALL is the daughter of JOHN THOMAS BONSALL and URANIE MILLER. Granddaughter of MICHEL MILLER and HIACINTHE LeJEUNE.

MHIRE, EDWIN. (Grand Chenier) He is the son of APOLINAIRE MHIRE and LISA MILLER, and the great-grandson of FRANCOIS XAVIER MILLER and MARIE AZELIE DOUCET. FRANCOIS X. MILLER is the son of JEAN MILLER and MARIE FRANCOISE MAYER.

MILLER, GEORGE. U. S. Army Air Corps. He is the husband of MARTHA LENORE MHIRE (Grand Chenier and Pottstown, PA). She is the daughter of HORACE P. MHIRE, WWII veteran, and ROSA THIBODEAUX, and the granddaughter of JOHN THOMAS BONSALL, a Civil War veteran, and URANIE MILLER. URANIE is the granddaughter of MICHEL MILLER, Civil War veteran, and HIACINTHE LeJEUNE.

MILLER, HORACE. (Grand Chenier). He is the son of APOLINAIRE MHIRE and MARY ALICE BONSALL, and the great-grandson of JOHN THOMAS BONSALL and URANIE MILLER. URANIE MILLER is the granddaughter of MICHEL MILLER and HIACINTHE LeJEUNE, and the great-granddaughter of JEAN MILLER and MARIE FRANCOISE MAYER.

MILLER, GLORIA LA VERNE. (Grand Chenier) U. S. Navy. She is the daughter of RAPHAEL MILLER and GEORGIA NEIL McCALL, and the granddaughter of ALCIDE MILLER and EMMA NUNEZ. ALCIDE MILLER is the grandson of MICHEL MILLER and HIACINTHE LeJEUNE.

MILLER, JOSEPH NUNEZ. (Grand Chenier) U. S. Coast Guard, Warrant Officer. In his late fifties, he served the country in the U. S. Coast Guard stationed at Grand Chenier, LA. He married EDNA THERIOT, and is the son of ALCIDE MILLER and EMMA NUNEZ, and the grandson of MICHEL MILLER and HIACINTHE LeJEUNE.

MILLER, LEE JOHN (Lake Charles) U. S. Navy. 2nd Class Petty Officer, Electrician's Mate on the aircraft carrier, *USS Marcus Island*. He is the son of BERNARD JOSEPH DROZAN MILLER and CLODIA BOUDOIN, and the great-grandson of FRANCOISE XAVIER MILLER and MARIE AZELIE DOUCET. FRANCOIS X. MILLER is the son of JEAN MILLER and MARIE FRANCOISE MAYER.

MILLER, MINUS D., Jr. (Jennings) Lt. Senior grade, U. S. Navy pilot; MIA and POW. A pilot who flew missions from three aircraft carriers, he was a Prisoner-of-War for eight months. He was presumed dead and buried at sea. He lived to return to his wife, and both enjoyed professional careers in the law. He retired as district Judge of the 31st Judicial District. MINUS married RUTH MEANS LOYD. He is the son of MINUS D. MILLER, Sr., a WWI veteran, and RUTH ADELE INGRAM. MINUS D. MILLER, Sr. is the grandson of Civil War veteran, PIERRE V. MILLER and EMELIA BROUSSARD.

MILLER, LEROY. Pvt. Cml warfare services. He died in North Africa on 17 July 1953. He is the son of HORACE MILLER, Sr. and LYDIA MILLER, and the grandson of JOSEPH V.

MILLER and CELESTINE ANDREPONT. JOSEPH V. MILLER is the great-grandson of JEAN MILLER and MARIE FRANCOISE MAYER.

MILLER, ROLLIN JAMES. (Chatagnier and Houston, TX) U. S. Navy on YO-186. Supplied water to Marshall Islands. He is the son of LUCAS MILLER and DEA AUCOIN, and the grandson of CAMILLE MARIE MILLER and MARTHA PARET. CAMILLE M. MILLER is the grandson of ANTOINE MILLER and AUGUSTINE PIERRE MANUEL. ANTOINE MILLER is the son of JEAN MILLER and MARIE MAGDELAINE BOUTIN.

MILLER, RUDOLPH. (Grand Chenier) He is the son of JOSEPH MILLER and SIDALAISE MILLER, and the grandson of URSIN MILLER and MELAINE DYSON. URSIN MILLER is the son of MICHEL MILLER and HIACINTHE LeJEUNE.

MILLER, VERGIE "Joe". (Iota) U. S. Navy. He is the son of SIMON MILLER and LOUISE LEGER. SIMON is the grandson of JOACHIM MILLER and MODESTE LEGER. JOACHIM is the son of FREDERIC MILLER and VICTORIA MAYER.

MILLER, WATKIN. (Cameron) U. S. Coast Guard. He married ALVINA SWIRE, and is the son of VALSANT MILLER and AZEMIE BERTRAND, and the great-grandson of FRANCOISE XAVIER MILLER and AZELIE DOUCET.

NUNEZ, ELRY, Sr. (Lake Charles) He married LORA MHIRE JONES, and is the son of ADONIS JOSEPH NUNEZ and MARY IRMA CONNER, and the great-grandson of JEAN FRANCOIS MILLER and ELIZABETH GALLIER. JEAN F. MILLER is the grandson of JEAN MILLER and MARIE FRANCOISE MAYER.

STURLESE, GOOCH ADAM. (Grand Chenier) Died at the Battle of the Bulge, Belgium on 12 January 1945. He is the son of JOSEPH FROZAN STURLESE and DOROTHE THERIOT, and the grandson of LAURENT STURLESE and MARY VICTORIA MILLER. MARY V. MILLER is the granddaughter of MICHEL MILLER and HIACINTHE LeJEUNE.
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THE OLD FARMER'S ALMANAC has been published annually since 1793, when GEORGE WASHINGTON was president. Farmers, mariners, and many other people whose livelihoods depended on the phases of the moon, high and low tides, times of sunrise and sunset have used the book. It contains planting charts, recipes, astronomical information and weather forecasts, which are about 76% to 80% accurate. The forecasts, which were written six to eighteen months before the date, were based on a secret formula designed by ROBERT B. THOMAS, the original publisher of the *Almanac*. Even today his formula is still kept secret by the *Almanac*. During World War II, a saboteur was caught off Long Island with a copy of the *Old Farmer's Almanac*; the assumption was that he was interested in the tide tables for some ship or submarine to retrieve him at high tide on some appointed date. Military intelligence suspected that the enemy was using the *Almanac's* detailed weather predictions, so the *Almanac* had to stick to very general weather material until the war ended. Many of our ancestors consulted *The Old Farmer's Almanac*. It is still sold in grocery, hardware and book stores today.

Source: *Eastman's Online Genealogical News via Genealogical Tips*, Vol. XXXIV #4 (Oct/Nov/Dec 2006)

SASE – SELF ADDRESSED STAMPED ENVELOPE

AMERICAN WARS
THE CONFEDERATE STATES NAVY: BLOCKADE RUNNERS AND RAIDERS
(Continued from Vol. 31 #1)

While the Confederate States Navy battled the Union fleet on the rivers and high seas, blockade-runners and privateers were evading northern blockades. Sailing in fast sleek ships built in Glasgow and Liverpool, as well as the South itself, blockade-runners and privateers became the lifeline of the South. The ships' hulls were painted dull gray to blend in with the sky and water, making them almost invisible by night or day. Most of them had telescoping smokestacks and hinged masts to make their silhouettes even less visible. Although they had sails, the ships also had large, powerful engines that used clean-burning coal that left no tell-tale trail of black smoke. Dark, moonless nights were ideal for blockade running; rarely did a blockade-runner attempt a run to a blockaded southern port in broad daylight. Most of the ship's space was taken up with cargoes; living quarters for the crew were crowded and bare. Captains and officers on the privateers were paid better than regular navy men and were allotted some personal cargo space for items they could resell; profits on these personal cargoes made some of the officers wealthy.

On 17 April 1861, President JEFFERSON DAVIS invited "all those who may desire, by service in private armed vessels on the high seas, to aid this Government in resisting so wanton and wicked an aggression, to make application for commissions or letters of marque and reprisal to be issued under the seal of these Confederate States." In May 1861, when the Confederate Congress ratified DAVIS' privateering policy, over 3,000 applications had been submitted and put all privateers under the jurisdiction of the Confederate Ordnance Department or the Navy Department. Southern and British businessmen invested in privateering vessels, hoping to make fortunes from contraband goods taken from Yankee merchantmen or profitable cargoes exported from Europe, the Caribbean and the Orient.

Cotton was the lifeblood of the South and it brought in money from English and northern textile mills. To avoid the northern blockade, agents often brought loads of cotton overland to Matamoros, Mexico, where privateers could take it out and bring in other supplies. Information on privateering vessels was often readily available to the U. S. Navy. The following dispatch, dated 21 July 1863, from L. PIERCE, Jr., the U. S. Consul at Matamoros, was forwarded to GIDEON WELLES, U. S. Secretary of the Navy by WILLIAM H. SEWARD, Secretary of State, and gives the name of certain English vessels engaged in carrying cotton for "the rebels:"

"Sir: On the 15th Instant the rebel General BEE, commanding the western frontier of Texas, issued an order prohibiting any more cotton crossing the Rio Grande, at the same time calling a meeting of the owners or agents of the owners of all the cotton in Brownsville or its vicinity. At the meeting General BEE stated to the merchants that the Confederate Government had a large stock of cotton on the way out, but as it would not reach the frontier for some sixty days, and it was very necessary that they should have cotton to send to Europe immediately, that he would borrow one-fifth of all that was in the vicinity of the crossing. The Texas merchants have submitted, and I believe that some of the foreigners have also. To carry this cotton to Europe, the British steamers *Sea Queen* and *Sir William Peel* and the sailing ship *Gladiator* (also British) have been engaged and are now loading. All of those vessels consigned to rebel agents in this city, and the larger part of their cargoes had been sent forward for rebel consumption. A great

many army blankets, which were brought here in these steamers and also stored here, [are] to be sent forward in the fall.”

Matamoros, Halifax, Havana, Bermuda, and the Bahamas became ports-of-call for southern schooners, sloops and other vessels. Southern cotton and tobacco were off-loaded at the ports and guns, ammunition, lead, cloth, food, paper, leather and medicines were loaded on; luxuries made up the rest of the cargo. Nassau changed from a sleepy little island town to a major port, and became the port to which most southern cotton was shipped. Wilmington, North Carolina, the southern port most often used by blockade-runners, held weekly auctions to sell imported goods. An official report from the *USS Richmond* of the West Gulf Blockading Squadron, dated 21 February 1862, stated: “We are keeping close along the Florida Reefs, looking for privateers.”

The first Confederate privateer in the Gulf of Mexico was the *Calhoun*, a converted steam towboat out of New Orleans, fitted with five guns. Other privateers out of New Orleans soon joined the *Calhoun*, but when the U. S. Navy tightened their blockade on the city, Confederate operations moved to Charleston. Soon all southern port cities...Norfolk, Charleston, Savannah, Mobile, New Orleans, Pensacola, and Wilmington...were blockaded. In April 1862, Federal troops captured New Orleans, but the many inlets and waterways along the coasts of the Gulf offered safe harbors, and experienced sailors still steered through hidden channels and ran the blockade on dark nights. Austrian rifles were brought to the cadets at the Virginia Military Institute by blockade-runners.

Most British privateer owners, sympathetic to the South, were also interested in reaping huge profits from privateering ventures. Some syndicates owned large fleets, especially built or converted for blockade-running. In many cases, the captain and officers of a privateer were Confederate officers and their crews were British. The enterprising captain of the blockade runner *Don*, AUGUSTUS CHARLES HOBART-HAMPTON, related that he had brought back 1,000 pairs of corsets stays, a large supply of toothbrushes and 500 boxes of Cackle pills, a patent medicine for liver ailments. He sold the corset stays and toothbrushes for a large profit in Wilmington, but no one wanted the pills. He took them to Nassau, where he traded them to a druggist for two chests of matches; then he sold the matches for a very large profit.

Every blockading venture had its risks and dangers. Blockade-runners were considered southern heroes, and their daring activities were reported in the newspapers. Many of their vessels bore romantic names, such as the *Red Gauntlet* and the *Phantom*; others were named for southern ladies...*Lady Davis*, *Kate*, *Margaret*, *Cecile*, *Flora*. Ships taken as prizes were usually sunk, burned, or converted into Confederate vessels. Some were taken to neutral ports to arrange for adjudication, a legal process by which money was paid to the Confederate government by its owners to redeem the ship and, sometimes, its cargo. Prize cargoes were usually confiscated, and the ship's crews made prisoner. Prize money was not readily available until the case was settled.

The privateer *CSS Savannah* and her twenty-man crew, taken off the coast of South Carolina, were the first privateers to be captured, and an example was made of them. They were taken to New York, and, as LINCOLN had threatened, were charged with piracy on the high seas. DAVIS retorted that northern officers in southern custody would be treated the same way as the

men of the *Savannah*. The court could not come to a verdict. Then in June 1861, the Confederate Captain, WILLIAM W. SMITH of the former slave ship, *Enchantress*, was captured with his crew as they headed for Charleston. SMITH was tried for piracy, convicted and sentenced to death, but northern authorities, afraid of southern retaliation, relented and put him in a POW camp. From then on, all privateers were treated as prisoners-of-war. DAVIS had won his point!

One of the most feared privateers was the *Jefferson Davis*. In August 1861, after the *Davis* had captured several northern merchant ships, it was stated: "The name of the *Jefferson Davis* has become a word of terror to the Yankees." The *Davis* ended her career when she was grounded off St. Augustine. Another famous privateer was the *Georgiana*, whose pilot, GEORGE ALFRED TRENHOLM, was said to be the historical model for the character of Rhett Butler in *Gone With the Wind*. In March 1863, while trying to run the blockade, the *Georgiana* was sunk. Although small artifacts were found in the wreck, the three hundred fifty pounds of gold the ship was believed to be carrying have not yet been recovered. [See *Kinfolks*, 25:2,73.]

When the war began, RAPHAEL SEMMES, the South's most famous naval hero, went to New Orleans to convert the packet, *Havana*, into a warship at the Atlantic Dry Dock at Algiers near New Orleans, one of the few shipyards in the South; the converted ship was renamed the CSS *Sumter*. To effectively harass northern shipping, SEMMES had to bypass the northern blockade at the mouth of the Mississippi, but most of the river pilots who could guide ships downriver to the Gulf of Mexico were northerners, not anxious to help the Confederates. SEMMES finally found a friendly river pilot and steamed past the blockade and on to the coast of Brazil, which he claimed was "the turning point of the commerce of the north." He captured and burned the *Golden Rocket*, and within the week captured seven other northern merchant ships carrying sugar from the Spanish islands. Northern sources reported that a "Rebel Pirate" was loose in the Caribbean. Deliberately spreading the rumor that he was headed to Puerto Rico, SEMMES headed for the Venezuelan coast, while Federal ships hunted him in the Caribbean. SEMMES took the *Sumter* to Spain, but lack of money prevented repairs on the ship. Under pressure from the U. S. consul, Spanish authorities ordered him to leave. Although SEMMES had captured sixteen prize vessels, but had only received \$1,000; he headed to British-held Gibraltar to await money from Confederate agents in England. On his way he captured and burned the *Neapolitan*, loaded with sulfur, and the *Investigator*, whose cargo was iron ore headed for the North. This was the eighteenth and last prize for the *Sumter*. In April 1862, the *Sumter* was sold to an English firm, which were secret Confederate agents. In 1863, the *Sumter*, refitted and repaired, was renamed CSS *Gibraltar*. The *Gibraltar* ran the blockade twice and was undergoing repairs in England when the war ended. Several years later, she sank in the English Channel during a storm.

In September 1861, the Confederacy purchased the British merchant ship *Fingal* and brought a cargo of arms and ammunition into Savannah, Georgia. The *Fingal* was then converted into the ironclad CSS *Atlanta*, and harassed Union shipping until she was captured in an attempt to break out of Savannah in 1863. The CSS *Shenandoah* also raided northern commerce, even going as far north as the Arctic Ocean. The *Denbeigh* made regular runs between Galveston and Cuba, carrying bales of cotton and returning with supplies for the Confederacy. The British-built *Bunshee* ran from Nassau to Wilmington until she was captured in 1863 and put into northern

blockade duty. The *Lilian* carried cotton to Nassau and was captured in 1864. Although some blockade-running ships were captured, many others were deliberately sunk or burned so that the ships and their cargoes would not fall into enemy hands. Sunken and captured ships presented grave losses to owners and investors, but, in most cases, they had already made large profits from their ventures. The Confederacy put no limitations on blockade-runners until 1864, when the South was suffering from a great shortage of food and other necessities. Then the importation of luxury items was prohibited. This measure was met with strong protests by the blockade-running syndicates, and the most daring privateers still managed to smuggle in a small supply of luxuries.

Confederate privateers were involved in many plots to help the Confederacy. In 1863, Confederate raiders made a raid on a bank at Calais, Maine. The raid thoroughly confused the North and put fear in the people along the coasts. It was thought that the raid was part of a Confederate plan to invade Maine, and in August 1864, fifty topographic engineers were sent to the coast to map the border towns. The Confederate raider, *Tallahassee*, was part of the plan.

The southwest Louisiana lumber schooner, *Ann Ryan*, was an early blockade-runner owned by Lake Charles sawmill owner, JACOB RYAN. She was captured at Galveston on 4 July 1861. Other blockade-runners from the Lake Charles area included sawmill owner, DANIEL GOOS, and his son-in-law, GEORGE LOCK. During the first eighteen months of the war, GOOS' schooner *Dan* and at least one of his other schooners carried cotton to Matamoros, Mexico, and brought in cargoes of gunpowder, lead, muskets, coffee, cloth and medicines through the blockade. When Union troops conducted a raid on Lake Charles in October 1862, they captured the *Dan* and converted it into a Union blockader, which was used as a gunboat at Sabine Pass, Texas. GOOS continued to his career as blockade-runner on the Gulf Coast. On the night of 8 January 1863, the *Dan*, now part of the Union blockade, was moored on the Louisiana side of the Sabine River. Nine Confederates from Speight's Texas Volunteers rowed out in a dense fog, threw lighted torches on board and rowed back across the river into Texas. The ship caught fire, exploded, and sank. The sunken *Dan* has recently been discovered, but the cost of its recovery is prohibitive. [See *Kinfolks*, 21:4,184; 25:2,74.]

The *Stingray*, formerly the *Venus*, was another privateering schooner that sailed out of Louisiana and Texas. The master of the ship, Captain DAVE McCLUSKY, took cargoes of timber and cotton to Matamoros and brought in muskets and gunpowder. Confederate customhouse reports at Sabine Pass, reveal that the *Stingray* unloaded munitions there in June 1862, and sailed for Matamoros a week later with ninety-nine bales of cotton. On 29 February 1864, when the *Stingray* sailed out of the St. Bernard River in Louisiana, she was captured by a U. S. gunboat, which put a prize crew of eight aboard the privateer. McCLUSKY invited four of the prize crew to sample his private stock of whiskey, and when they had passed out from drink, McCLUSKY and his first mate, FRED WOLFEN, managed to overpower the rest of the men and take back their ship. As the *Stingray* was returning from Havana on 24 May 1864, she was captured by a blockader off Galveston. Once again McCLUSKY and his crew recaptured their ship and took their Yankee prisoners to Galveston. McCLUSKY ran the blockade into Galveston for the last time in May 1865, just after LEE surrendered and the blockading fleet was preparing to accept the port's surrender. McCLUSKY sold the *Stingray* to W. B. NORRIS, a Galveston lumber dealer, who overhauled the schooner and changed its name to *Phoenix*. NORRIS brought the

Phoenix to Lake Charles and docked it at RYAN's Lumber Mill. However, her luck had run out, and she sank during a thunderstorm in the Gulf. [See *Kinfolks*, 25:3,148.]

Some of the privateers and blockade-runners were commanded by Confederate naval officers. One of the most famous blockade-runners was JOHN NEWLAND MAFFIT of the Confederate States Navy, master of the *CSS Florida* and later of the *CSS Cecile*. Under MAFFIT, the *Florida*, took twenty-three federal vessels as prizes during seven months; later, under Captain CHARLES MORRIS, it captured another thirteen ships. The *Florida* captured more than four million dollars of Federal shipping. Later, while undergoing repairs in neutral Brazil, she was captured by the Federals and was sent back to Hampton Roads. The breach of neutrality during her capture incited protests from Brazil and the European powers, and the U. S. was forced to apologize and return the vessel to Brazil. However, while returning to Brazil, the *Florida* collided with another ship and sank...thus creating another embarrassment for the U. S. MAFFIT sailed the *Cecile* on to Nassau with cargoes of cotton, then ran the blockade near Wilmington to bring in arms, ammunition, and medicine; the gunpowder she brought in was used in the battle of Shiloh.

Another famous blockade-runner was Captain JOHN WILKINSON, who had been taken prisoner when the *CSS Louisiana* surrendered. He was exchanged and then sent to England to buy the British built side-wheeler *Giraffe*, which was renamed the *CSS Robert E. Lee*. The *Robert E. Lee* ran the blockade off Charleston and Wilmington twenty-one times in less than a year, taking thousands of bales of cotton out and bringing back arms and ammunition. The *Robert E. Lee* was part of a plot to free 3,000 Confederate prisoners of war from the Johnson, Ohio, prison on Lake Erie; the *Lee* was loaded with a cargo of cotton and taken to Canada, where the cotton was sold to buy arms and supplies, but the plan for freeing the POWs was aborted. After fourteen blockade-running episodes, the *Robert E. Lee* was captured and put into federal blockade duty as the *USS Donelson*. By this time, WILKINSON was in command of the *CSS Chameleon*. Another blockade-runner, the *Cambria*, was captured off Georgia. As the federal blockade got tighter, MAFFITT, WILKINSON and other blockade-runners could no longer bring their precious cargoes to the South. Blockade-running was over; the days of the Confederacy were numbered.

The Confederate Navy used other weapons, including torpedoes, to destroy Union ships. In August 1862, THOMAS E. COURTNEY, a torpedo expert, established a secret group of about twenty men to use time bombs and torpedoes to damage federal shipping on inland waters of the Mississippi. In 1862, the first electronically detonated mine sank the *USS Cairo* in the Yazoo River. ZEDEKIAH McDANIEL, a member of the Vicksburg Submarine Battery, and FRANCIS M. EWING claimed credit for destroying the *Cairo* and applied to the government for a reward for sinking the boat. They were never paid; the government claimed the men were only "doing their duty." Furthermore, the government argued that the men had kept their device a secret, which was against Confederate laws. Recently the *Cairo* was raised and is on display at the Vicksburg National Park.

The surface torpedo boat, the *CSS David*, damaged the *USS Ironsides* in 1863. The *USS Baron de Kalb* was sunk by torpedoes off Yazoo City. The *DAR Magazine* reports that "Descendants of the men who touched off the torpedoes state that this ship was sunk by jugs filled with

explosives and pulled against the ships by strong cord.” Other mines were converted from wooden kegs filled with gunpowder that exploded on contact. One of these mines sank the *USS Tecumseh* during FARRAGUT’s assault on Mobile Bay in 1864. JOHN MAXWELL and R. K. DILLARD planted a time bomb at the Union Supply Base at Crown Point, Virginia. It resulted in 126 wounded, 58 dead and cost \$4 million in damages...a success for the Confederacy! It was not until after the Confederacy surrendered that the cause of the explosion was known.

In the early winter of 1865, an effort was made to clear the naval blockade from the James River in Virginia. CHARLES W. READ, who had served on the *Arkansas* and the *Florida*, took about one hundred fifty naval men and marines and four small whaleboats on wagons on an expedition behind enemy lines, over frozen roads and through freezing waters. He planned to use the boats to capture northern tugboats and rig them with torpedoes, and destroy the ships in the James. As the strange-looking expedition crossed LEE’s lines with their boats-on-wheels, the Confederates playfully called out, “Hey, boys! The water’s over there.” READ’s plan was betrayed to the enemy, but the weary and half-frozen Confederates, refused to surrender and retraced their steps back to their own lines. This was the last attempt by the Confederate Navy to clear the James River. READ went on to another adventure in Louisiana, but many of the officers and men on the failed mission then served in SEMMES’ Naval Brigade. However, when Richmond was evacuated in April 1865, about seventy-five men of the betrayed expedition were still in the hospital being treated for exposure.

Submarines had been used since the Revolutionary War, but were relatively ineffective. Now there was something new! Commodore M. F. MAURY organized the Naval Submarine Battery Service, which he put in the hands of Lt. HUNTER DAVIDSON, who contributed to the defense of Richmond by his expertise with torpedoes. In 1861, the Confederates built the submersible *Pioneer*, which made a successful dive into Lake Ponchartrain where it blew up a barge with a torpedo. Its owners were issued letters of marque to attack federal shipping. However, a subsequent dive resulted in the death of four of its crew, and the ill-fated *Pioneer* was deliberately sunk in the lake to keep her out of enemy hands when the Federal troops took New Orleans in April 1862. Then the Confederacy released its secret weapon, the *H. L. Hunley*, a privately owned vessel. The killing device on her was a torpedo, designed to be towed on a two hundred foot rope, then dashed across the enemy hulls by the submarine. In the late summer of 1863, the *Hunley* was sent by rail to Charleston, South Carolina, to aid General P. T. G. BEAUREGARD, who was in charge of the defenses of the city. The plan was for the *Hunley* to sink enough ships to break the Federal blockade off Charleston, but disaster struck. The *Hunley* and most of her crew were drowned and the sub was sent to the bottom by water pouring in from an open hatch from the wake of a passing ship. The submarine was raised, but continued to be unlucky. Several of her crews died either from drowning or suffocation, but brave men still had faith in her.

Finally on a moonlight night, the *Hunley* was sent to sink the *USS Housatonic*. The torpedo struck the ship and blew a ten-foot square hole in the quarterdeck, and within four minutes the *Housatonic* sank beneath the waves; but how? Few people knew about the *Hunley*, the secret weapon of the Confederacy, or believed that a powerful ship could ever be sunk by a submersible. The *Hunley* never returned, and her fate was a mystery. After more than one hundred years, the remains of the submarine and her crew have recently been discovered off the

coast of Charleston. Extensive measures have been taken to explore the old wreck and try to raise her. The *Hunley* was the first submersible to ever attack and sink an enemy ship and proved that submarine warfare was possible and successful. She was the predecessor to the Submarine Service in many countries, to underwater exploration, and to today's nuclear submarines. (See *Kinfolks*, 25:3,144.)

An epidemic of yellow fever that occurred in Bermuda in the summer of 1864 was one of the events that helped defeat the Confederacy. Because of the epidemic, Bermuda was lost as a base of operations and had to find other neutral ports. Some Confederate privateers were quarantined in Bermuda and could not sail. The unexpected epidemic provided a rare opportunity for biological warfare. According to the best scientific knowledge of the time, yellow fever was contagious, so some brave Confederate sailors gathered seven trunks of contaminated clothing and bedding and sent them to the North; but, of course, no yellow fever cases resulted from their effort.

A commonly overlooked fact about the War Between the States is the number of Black Americans who served the Confederacy in military capacities, particularly in the Confederate Navy. A ship's captain was allowed one black seaman to every five white crewmen, but a higher percentage was allowed if the captain filed an exemption. Since many exemptions were filed, it is logical to assume that perhaps twenty percent of the Confederate Navy was composed of Black freemen. One authority estimated that by February 1865, about 1,150 Black Americans had served in the Confederate Navy. ROBERT COLE, a slave owned by Confederate President JEFFERSON DAVIS, was assigned to the *CSS Patrick Henry*. A list of Black Americans who served in the Confederate Navy may be found at <http://www.navyandmarine.org/ondeck/1862blackCSN.htm>.

About one hundred fifty warships and twenty-two ironclads were built for the Confederacy, and twenty-eight other ironclads in various stages of construction had to be destroyed to keep them out of enemy hands. The Confederate Navy probably never had more than 6,000 men and officers, but their courage and devotion to "The Cause" gave them reason to fight against overwhelming odds. Besides military records, there are diaries and memoirs written by former veterans; these provide an insight into the dilemmas of men who retired from the peacetime U. S. Navy, only to face the problems of the birth of a new wartime navy in the newly formed Confederacy. "Tracing Your Confederate Ancestor" (*Kinfolks*, 19; 2) gives resources for finding ancestors who served in the Confederate Navy or Marines.

Although volumes of historical data have been published on the land war, few works have been written on the naval aspect of the war. *The Official Records of the Union and Confederate Navies in the War of the Rebellion*, commonly known as the "O. R.," includes the names of many officers and enlisted men, as well as details about the engagements in which they fought. S. Thomas Scharf's *History of the Confederate States Navy*, published in 1887, is the most complete work on the subject. In 1898, the U. S. Navy Department published *The Register of Officers of the Confederate States Navy*; this publication gave accounts of naval officers who served the Confederacy and also included pilots who served with the Navy and were considered Warrant Officers. Many records on the Confederate States Navy were deliberately or accidentally burned in the great fire when Richmond was evacuated in April 1865. The story of

the Confederate Navy and the dedicated and daring men who wore the navy gray is a neglected chapter of history. Also neglected is the story of the brave raiders and privateers who ran the federal blockades, fought federal warships and impeded northern commerce. Most of them were patriots, many were adventurers, but their courage, determination and ingenuity made them all Heroes of the South.

Sources: *Official Records of the Union & Confederate Navies in the War of the Rebellion*

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CAPTAIN JAMES MONROE WELCH, CONFEDERATE GUNBOAT PILOT

JAMES MONROE WELCH was one of Cameron parish's Confederate heroes. He was born 23 December 1828 in Washington Parish, Louisiana, to JOHN and MARY WELCH, natives of Ireland. Orphaned in Mississippi at the age of 14, he worked on a schooner and was shipwrecked off the coast of Cameron. He was the youngest schooner captain between New Orleans and Galveston, Texas, and carried loads of lumber from southwest Louisiana to those ports. In 1852, WELCH married MARTHA G. RUTHERFORD and homesteaded a large tract of land in present-day Grand Chenier in Cameron Parish. MARTHA RUTHERFORD was born 29 March 1833 in Rutherford Co., Tennessee, and was the daughter of JOHN RUTHERFORD and MARTHA YOCUM, who had moved to Cameron. JAMES and MARTHA WELCH had several children, among whom were JOHN A. WELCH, LESLIE B. WELCH, AMADEE PUJO WELCH (married ELLA WETHRILL), JAMES R. WELCH, ELLEN WELCH, MARY WELCH, MARTHA WELCH, LELIA WELCH (born 24 November 1857; died 8 January 1945, Cameron; married JOHN BAPTISTE MEAUX) and ELIZA WELCH.

During the War Between the States, WELCH served the Confederacy as a Sergeant in Co. F, Griffith's Battalion, Heavy Artillery, Texas Infantry. He fought in the Battle of Sabine Pass, Texas, and ran ships to Campeche, Mexico, to purchase arms for the Confederacy. He was a member of the United Confederate Veterans (UCV), Camp #62 and attended the Confederate Reunion in New Orleans on 18 May 1903. He drew a pension from 1924 to 1926.

At Grand Chenier, WELCH was a stockman and a farmer. He became Superintendent for Cameron Parish Schools and was a Louisiana State Representative. He spoke five languages. His sister was Mrs. GEORGE WAKEFIELD. MARTHA RUTHERFORD WELCH died at Grand Chenier on 12 June 1868. Captain JAMES M. WELCH died 6 October 1926 at Grand Chenier and was buried in Rutherford Cemetery there. A UCV marker is on his grave.

Sources: Family records; pension; 1911 census; various newspaper articles.

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CONFEDERATE PENSIONS FOR CALCASIEU PARISH, 1902

Confederate pensions were paid **only** to indigent veterans or to their widows, or to the minor orphaned children of a veteran, by the state in which the party resided at the time of his application for a pension. The people listed below actually received a pension. A microfilm at the Southwest Louisiana Historical and Genealogical Library, 411 Pujo Street in Lake Charles also has information on those who applied for pensions and were denied; sometimes these records will contain a death certificate. The following list was contributed by JEANNE FARQUE and was taken from the List of Pensions of the State of Louisiana from *The Advocate*, the official journal of the State of Louisiana.

NAME	UNIT OF SERVICE	RESIDENCE
AUGUSTIN, SOULANGE	Co. K, 11 th La. Inf.	Welsh, La.
AUGUSTIN, PAUL	Co. B, 7 th La. Cav.	Fenton, La.
AGUS, PAUL	Co. I, La. Inf.	New Orleans, La.
BAGGETT, MILTON B.	Co. D, Miles Legion	LeBlanc, La.
BETHEAUD, Mrs. EVELIN	Drew's Battalion	Lake Charles, La.
BRADFORD, A. M.	Co. A, 10 th Ala. Inf.	DeRidder, La.
CARROLL, SAM W.	Co. L, 27 th Miss. Inf.	Pawnee, La.
DAUTREUILLE, ARISTIDE	Co. C, 8 th La. Inf.	Lake Charles, La.
EASON, S. A.	Co D, Miles Legion	DeRidder, La.
ETHERIDGE, BENJAMIN	Co. A, 24 th Miss. Inf.	Fields, La.
FONTENOT, THOMAS	Co. B, 7 th La. Cav.	Welsh, La.
FOSSCETT, ISAAC	Co. B, 7 th La. Cav.	Dead.
HYATT, D. S.	Co. A, 26 th La. Inf.	Mystic, La.
JANNISE, ALEXIS	Co. G, 16 th La. Inf.	Philip's Bluff, La.
JOHNSON, GIDI	Co. G, 16 th La. Inf.	Oak Dale, La.
JOHNSTON, JNO. L.	Co. B, 26 th La. Inf.	Kinder, La.
KIRKMAN, J. BENJAMIN	Co. K, 10 th La. Inf.	Lake Charles, La.
LANDRY, EMILE	Co. K, 7 th La. Cav.	Jennings, La.
LANGLEY, Mrs. LUCY	Co. I, 26 th La. Inf.	Serpent, La.
LANGLEY, LEON	Co. I, 28 th La. Inf.	Kinder, La.
LeBLEU, MARTIN	Co. D, Miles Legion	Iowa, La.
LEE, DANIEL	Co. A, 2 nd La. Inf.	Dead.
LOFTON, THOMAS	Co. A, 22 nd Miss. Inf.	Vinton, La.
LOUVI {sic, LOUVIERE}, JOSEPH	Co. E, 26 th La. Inf.	Welsh, La.
MARCANTELL, JOSEPH	Co. D, Miles Legion	DeRidder, La.
MARLER, CHRISTOPHER C.	Co. C, 27 th La. Inf.	Oaklin Springs, La.
MILLER, LEFRAY	Co. B, 7 th La. Cav.	Iowa, La.
MITCHELL, IRA H.	Co. I, 28 th La. Inf.	Merryville, La.
McMAHON, JOEL D.	Co. H, 13 th Tex. Cav.	Merryville, La.
NIXON, Mrs. FRANCES L.	Co. G, 3 rd Miss. Inf.	Lake Charles, La.
PELOQUIN, CESAIRE	Co. A, Griffith's Bat., Tex. Cav.	Fenton, La.
PERKINS, EDWARD	Co. G, 2 nd La. Cav.	Dropped.
REEVES, Mrs. LOUISIA	Co. B, 4 th La. Cav.	Oberlin, La.
SESSIONS, Mrs. MARY	Co. F, 37 th Ala. Cav.	Dead.

SMITH, JOHN A.	Co. A, Walls Tex. Legion	West Lake, La.
SMITH, ISIAH H.	Co. D, 46 th Miss. Inf.	Sugartown, La.
STANLEY, JNO. P.	Co. K, 3 rd La. Inf.	Dead.
STOCKS, Mrs. SALLIE	Boone's Battery	Lake Charles, La.
WOOD, OLIVER	Co. A, 1 st Bat., N. C. Inf.	Milford, La.

CONFEDERATE PENSIONS FOR CAMERON PARISH, 1902

BENOIT, JOHN	Co. A, 28 th La. Inf.	Grand Lake, La.
GILLET, AUGUSTE	Co. C, Daley's Bat., Tex. Cav.	Grand Chenier, La.
WETHERILL, ROBERT	Co. F, 8 th La. Bat., Heavy Art.	Grand Chenier, La.

ITEMS OF INTEREST FROM HACKBERRY, LOUISIANA

Contributed by NADINE DROST, Member #1210

May 13, 1913. ALADIN VINCENT bought cattle from Hackberry. ESTELLE JOHNSON, ELIZABETH and MAYDIE DUHON went to Lake Charles. The farmers are having a time with their crops; the worms are bad. NORA VINCENT, P. J. VINCENT, CARL DUHON, RAYMOND VINCENT and ARCHIE LITTLE went to Vinton with a herd of cattle. The roads are very bad; it is almost impossible to come down in a buggy. *Lake Charles American* (5/17/1913)

OIL FROM HACKBERRY FIELD. FRANK DUHON was in from Hackberry and brought the *American Press* a bottle of oil taken from the old well bored by the Eagle Petroleum Co., operating near Hackberry, which, on account of superabundance of salt water, was abandoned for a more favorable spot. The oil from the surface of the water at the well, appears practically pure oil, with little crudity in it. A new well will be put down, in the hope that a well can be brought in without the interference of salt water. *Lake Charles American Press* (5/30/1913)

December 17, 1913. Dr. S. M. LYONS, GARDINER & NOBLE and others will begin drilling for oil immediately after Jan. 1. ARCHIE LITTLE is considering a proposition to embark on business at Sulphur. Mrs. OLEZEAM DUHON, Mrs. JOHN PORTIE and Mr. and Mrs. JOHN H. DUHON visited Lake Charles. C. C. DUHON went to Port Arthur, Texas on business. FRANK GRANGER is building a new house near Big Lake. *Lake Charles American Press* (12/17/1913)

(Undated) The cattlemen of Hackberry have lost about 400 head of cattle in the lower marshes this winter. The range was almost entirely submerged for several weeks, causing pasture to be scarce. Miss LAURA JOHNSON visited friends in Lake Charles. SONNIE VINCENT was a Lake Charles visitor, via the steamer *Rex*. BENJAMIN ELENDER was a business visitor at Sulphur. The post office department has established a six times a week mail service instead of the three times a week as before. There was a dance down at Mr. and Mrs. ADON LITTLE's.

Lake Charles American Press (3/26/1915)

March 31, 1915. BENSON VINCENT went to Lake Charles on the mail boat. Visitors included Mrs. MARTIN MONTROSE from Vinton, W. T. BURTON from Sulphur, JAMES W. GARDINER, Mrs. E. DUHON and ALBERT DUHON from Grand Lake. Mrs. CYRIEN DUHON returned from Burleson after a visit with her son and daughter-in-law, Mr. and Mrs. NOAH DUHON. ALVIN LITTLE's family have been seriously ill the past week. We are glad to note that BUDDIE is up.

Lake Charles American Press (4/2/1915)

USING DIVORCE PROCEEDINGS IN GENEALOGICAL RESEARCH

Divorces have been known since ancient times, and have been allowed or forbidden according to the customs and laws of various locations during different time periods. Each tribe, clan, or nation had its own traditions or laws by which divorces could be obtained. These varied from place to place and changed with the times. Divorces in some cases were as simple as removing the husbands' shoes from the house. In other cultures, especially when religious traditions overlap with those of marriage, divorces are difficult, if not impossible, to obtain. Some argue that marriage is a sacred covenant, designed to protect the sanctity of the home. Others consider it a respected civil contract. Still others believe that the decision to divorce should be as free as the decision to marry. Like marriages, the legal aspects of divorces create records and documents that may be informative to genealogists.

DIVORCES IN OTHER LANDS & OTHER TIMES

The following information on divorces was contributed by JEANNE FARQUE and was transcribed from the *Opelousas Courier* of 24 May 1873.

ROMANS. In olden times a man might divorce his wife if she were unfaithful, if she counterfeited his private keys, or drank wine without his knowledge. They could divorce their wives when they pleased. Notwithstanding this, five hundred and twenty-one years elapsed without one divorce. Afterwards a law was passed allowing either sex to make the application. Divorces then became frequent on the slightest pretexts. SENECA says that some women no longer reckoned the years by the consuls, but by the number of their husbands. The Emperor AUGUSTIN endeavored to restrain this license by penalties.

GRECIANS. A settlement was usually given to the wife at marriage for her support, in case of a divorce. The wife's portion was then restored to her, and the husband required to pay monthly interest for its use during the time he obtained it from her. Usually the men could put their wives away for slight occasions. Even the fear of having too large a family sufficed. Divorces scarcely ever appear in Modern Greece.

AUSTRALIANS. Divorces have never been sanctioned in Australia.

JAVANS. If a wife is dissatisfied, she can obtain a divorce by paying a certain sum.

TIBETANS. Divorces are seldom allowed unless with the consent of both parties, neither of whom can afterwards remarry.

MOORS. If the wife does not become the mother of a boy, she may be divorced with the consent of the tribe and she can marry again.

SOUTH SEA ISLANDS. The connection hardly deserves the name of marriage, as it is dissolved whenever the husband desires a change.

ABYSSINIANS. No form of marriage is necessary. The connection may be dissolved and renewed as often as the parties think proper.

SIBERIANS. If a man be dissatisfied with the most trifling act of his wife, he tears the cap or veil from her head, and this constitutes a divorce.

COREAN [sic, KOREAN]. The husband can divorce his wife at pleasure, and leave her the charge of maintaining their children. If she proves unfaithful, he can put her to death.

SIAMESE. The first wife may be divorced, but not sold, as the others may be. She then may claim the first, third and fifth child, and the alternate children are yielded to the husband.

ARTIC REGIONS. When a man desires a divorce, he leaves the house in anger and does not return for several days. The wife understands the hint, packs her clothes and leaves.

DRUSE & TURKOMANS. Among those people, if a wife asks her husband's permission to go out, and he says "Go," without adding "but come back again," she is divorced. Though both parties desire it, they cannot live together without being remarried.

CHINESE. Divorces are allowed in cases of criminality, mutual dislike, jealousy, incompatibility of temper, or too much loquacity on the part of the wife. The husband cannot sell his wife until she leaves him and becomes a slave to him by action of law for desertion. A son is bound to divorce his wife if she displeases his parents.

COCHIN CHINESE. If the parties choose to separate, they break a pair of chopsticks or a copper coin in the presence of a witness, by which action the union is dissolved. The husband must restore to his wife the property belonging to her prior to the marriage.

AMERICAN INDIANS. Among some of the tribes, the pieces of stick given to the witnesses of the marriage are burned as a sign of divorce. Usually new connections are formed without the old one being dissolved. A man never divorces his wife if she has borne him sons.

TARTARS. The husband may put away his partner and seek another whenever it pleases him, and his wife may do the same. If she be ill-treated, she complains to the magistrate, who attended by some of the principal people, accompany her to the house, and pronounce a formal divorce.

CIRCASSIANS. Two kinds of divorce are granted in Circassia, one total, the other provisional. Where the first is allowed, the parties can immediately marry again; where the second exists, the couple agree to separate for a year, and if, at the expiration of that time, the husband does not send for his wife, her relations may compel him to a total divorce.

HINDOOS [sic, HINDUS]. Either party, for a slight cause, may leave the other and marry again. Where both desire it, there is not the least trouble. If a man calls his wife "mother," it is considered indelicate to live with her again. Among one tribe, the "Garees," if the wife be unfaithful, the husband cannot obtain a divorce unless he gives her all the property and children. A woman, on the contrary, may leave when she pleases and marry another man, and convey to him the entire property of her former husband.

CAJUNS AND CREOLES

[EDITOR'S NOTE: There is often discussion and disagreement about the terms "Cajun" and Creole." The following article by Jude L. d'Aquin from the Vertical Files at the West Baton Rouge Library, via *Petite Terre*, Vol. XXI #4 (Oct. 2006), the publication of the West Baton Rouge Genealogical Society of Port Allen, Louisiana, may help explain the terms.]

New Orleans. Upon reading recent articles in *The Times Picayune/The States Item* and speaking to visitors in New Orleans (and speaking to visitors to New Orleanians who are ignorant of the history of their own city), I am amazed by the confusion that exists surrounding the terms "Creole" and "Cajun." Marriages and rural/urban migration notwithstanding, it is totally erroneous to refer to white New Orleanians of French ancestry as Cajuns. Although this mistake is often made by newcomers, it is just as often perpetuated by some natives who have recently begun to label as "Cajun" Creole cuisine (such as gumbo and jambalaya) and other Creole traditions. Because of this, many tourists are under the false impression that everything French in Louisiana is Cajun.

The city of Nouvelle Orleans was founded in 1718 by JEAN BAPTISTE le MOYNE, Sieur de Bienville, and populated by French emigrants, many of whom were from Paris. The children and descendants of these French colonists long referred to themselves and their culture as "Creole" ("Creole" was the French corruption of the Spanish word "crillo," which was, in turn, a corruption of the Portuguese word "crioulo," or "native.") In its varying forms, this word was exclusively used to designate *whites of European descent* (primarily of French, Spanish or Portuguese descent, or any mixture of these), born in the West Indies or along the Gulf Coast area, including Southeast Louisiana. When Louisiana was ceded to Spain (France's ally) in 1762, the French Creoles readily intermarried with the Spanish newcomers, but the French language predominated. Thus, at least in Southeast Louisiana, the people who historically have most referred to themselves as "Creole" are the white descendants of the French and Spanish or the French and Spanish colonists in the area.

With the slave insurrection of 1803-1804 in which Haiti was established as the world's first black republic, the majority of the French Creoles managed to escape the island. Many stopped first in Cuba, Jamaica and other Caribbean Islands, but they finally settled in Southeast Louisiana primarily in the parishes of Orleans, St. Bernard and Plaquemines. The Louisiana Creoles, the original colonists in the area, eagerly accepted the influx of Creole refugees and were only too happy to offset the growing influence of the Anglo-Americans who had begun to migrate here with the Louisiana Purchase in 1803.

The "Cajuns," however, are an altogether distinct group, both culturally and historically, and were not associated with New Orleans itself but rather with its outlying regions. Expelled from Nova Scotia, Canada in 1755 as punishment for their refusal to pledge allegiance to the British crown and abandon Catholicism, the French-speaking Acadians were greatly dispersed, many of them settling in New England and elsewhere. Because of the already substantial French-speaking (i.e., Creole) populace in New Orleans, many Acadians decided to settle nearby, primarily in the parishes west and northwest of New Orleans.

During the next century the French culture in New Orleans was, for the most part, Creole French. Unlike the rustic pioneer-like Cajuns of the bayou country, who retained their Acadian dialect of French (an archaic 17th century dialect from the province of Poitou, France), the urban Creoles considered themselves more genteel, cosmopolitan and sophisticated, and generally spoke Parisian French. Ironically, while the Cajuns continue to speak their French dialect today (a result of their isolation in rural areas), the French language has virtually died out among the present-day Creoles. Certain French surnames (such as ARCENEUX, BERTHELOT, BOUDREAUX, COUVILLON, DAIGLE, HEBERT, LeBLANC, POCHE, THIBODEAUX, etc.) are more commonly found among the Cajuns, whereas others (such as ALLAIN, BAYHI, BUISSON, FAVROT, LeBRETON, FOSSIGNOL, VILLERE, etc.) are usually considered Creole.

Because of their haughty pride, the Creoles often viewed the city's growing Anglo-American population somewhat condescendingly---so much so that the slaves of the Creoles began to consider themselves superior to those of the Anglo-Americans. This attitude among the Creole's slaves, combined with miscegenation, gradually created a class of blacks of mixed ancestry who began referring to themselves as "Black Creoles." Only within recent years, however, has the term "Black Creole" been abandoned or used interchangeably with "Creole." As the term "Creole" was originally and most frequently used in Louisiana, it did not have racial connotations (i.e., it was not used to differentiate between light-skinned blacks and dark-skinned blacks), but was used by that ethnic group comprised of white Louisianians of French and Spanish descent. How strange it seems that so many New Orleanians have forgotten the name by which their city's first colonists referred to themselves.

.....
SOME VARIATIONS ON SPELLING OF ACADIAN NAMES FOLLOW:

Aucoin=Wedge	Hache=Galant, Ash, Ache
Barillot=Bario	Hebert=Herbert, Eber
Belanger=Belongea, Baker	Jaillet=Sawyer
Benoit=Bennett, Benway	Leblanc=White
Bourg=Bourque, Burke	LeBrun=Brown
Breaux=Braud, Brot, Brow	Lejeune=Young
Caissie=Casey, Roger	Meunier=Miller
Cyr=Sears, Sire	Marchant=Dumont
Deveau=Devost, Davoe, Defoe	Morin, Moran=Murray
Doiron=Gold, Gould	Ouellette=Willet, O'Willet
Dubois=Wood	Pelletier=Pelkier, Furrier
Gallant=Galland, Gallien, Gallon, Hache	Pettipas=Pitts
Gaudet=Gode, Godet, Gaude	Pitre=Pete, Peters
Gautreaux=Guthrie	Poirier=Perry
Godin=Gaudin, Goodwin, Gooding	Roi=Roy, King
	Rossignol=Nightingale

Source: *The Acadian Genealogy Exchange*, Vol. XXXII #1 (May 2003), Covington, KY

THE PENNSYLVANIA DUTCH were actually German immigrants who settled in the colony of Pennsylvania in the 17th century. They brought with them stylized drawings of tulips with which they decorated furniture, quilts and important documents, such as birth records. Their three-petaled tulips were a religious symbol that represented the Holy Trinity.

CALCASIEU RIVER FERRIES FERRIES OF OLD IMPERIAL CALCASIEU PARISH

Researched and written by Anna Marie Hayes (Member #260) and Betty Rosteet (Member #78)
Continued from Vol. 31 #1

BRASHEAR FERRY

The old **Brashear Ferry** operated on the Calcasieu River downriver from **Goos' Ferry** sometime before 1882. Although the name of the ferry operator is not known, THOMAS BRASHEAR was the only person listed with that surname in Calcasieu Parish census for 1880. It is a strong possibility that he was the ferryman. The 1880 census shows him as age 24, a Deputy Sheriff, and married to CLOTILDE (age 18, born in Louisiana). In 1882, the old **Brashear Ferry** became **Joseph Carr's Ferry**.

Sources: 1880 Calcasieu Par. Census; *Lake Charles Commercial* (1/11/1882)

JOSEPH CARR'S FERRY

JOSEPH CARR (KARR) operated a ferry on English Bayou before he took over the old **Brashear Ferry** on the Calcasieu River. The *Lake Charles Commercial* for 11 January 1882 contained the following announcement: "FERRY! FERRY! I have re-established the Old **Brashear Ferry** on the Calcasieu River, New bridges over the gullies, good roads and accommodations for travelers; also a Warehouse for storing freight. I respectfully solicit a share of the public patronage. JOSEPH CARR. 7 Jan. 1882."

At the Calcasieu Parish Police Jury meeting of 16 January 1886, A. NEYLAND was appointed to serve as overseer on a road from the north corporation line [of Lake Charles] to **Carr's Ferry**, and JNO. T. REEVES was appointed overseer on the same road from **Carr's Ferry** to the lower edge of Big Marsh Bayou to the lower edge of Little Marsh Bayou. On 30 August 1888, a committee report to the "Honorable President" and members of the Police Jury, who were appointed to "secure the right-of-way from Lake Charles to **Carr's Ferry** by way of **Moore's Ferry** across English Bayou respectfully recommended:

*1st That the committee be authorized to lay out a highway as nearly direct as practicable from Goosport to **Moore's Ferry**, and thence to **Carr's Ferry**, sixty feet wide.

*2nd That when said committee have secured good title to all lands included in said highway, authority be given to construct a bridge across English Bayou at **Moore's Ferry**.

*3rd When the road is ready for use, all other public roads leading from Goosport to **Carr's Ferry** be abandoned. Respectfully submitted, S. A. KNAPP, JNO. H. POE, EMILE CORBELLO [his mark].

On 20 February 1889, ELEXON BADON was appointed overseer of the road "from the north line of Lake Charles, near Goosport, Calcasieu Mill to the ferry on the south side of English Bayou, and from the north side of English Bayou to **Carr's Ferry** on the main river." On 18 April 1889, the petition of citizens of Lake Charles, asking to have **Carr's Ferry** on the main river [Calcasieu] declared a free ferry, was tabled. On 15 July 1889, A. MATERN, RILEY MOORE, FRED GOOS, HALL BROOK, J. L. RYAN and E. A. MATERN were appointed commissioners for a "Public road from the north side of English Bayou to leave the old Public road near the Gum "sliew" [sic], then north to the river near Moss Bluff, north or northeast to intersect the old JOS. KINGERY road at or near **Neal's Ferry** on the north side of the Calcasieu

River, then following the old road, and intersecting the **Joseph Carr Ferry Road** now in use near the Marsh Bayou Bridge."

On 3 January 1890, THOMAS WALTON was made overseer on the road "from English Bayou to **Carr's Ferry** on the same river." At the same time, SAM KINGERY was appointed overseer on the road "from the south side of Big Marsh Bayou to Kingery's bridge on Barnes' Creek," and D. C. STODDER was made overseer "from the south side of Big Marsh Bayou bridge to **Carr's Ferry**." On 17 January 1890, it was resolved that "the public road, as now traveled from Lake Charles to **Carr's Ferry**, on the Calcasieu River, be changed, etc." When the Police Jury decided to sell all the ferries on the Calcasieu River and its tributaries on 18 July 1890, the old **Carr Ferry** was sold to W. A. KIRKWOOD for \$50.00.

On 8 April 1891, WILLIE WILLIAMS was appointed road overseer to serve until 31 December 1892 on the road "from the **English Bayou Ferry** to **Carr's Ferry** on the main river." On 16 January 1892, B. M. BALL was appointed to serve as Overseerer on Roads until 31 December 1893, from **Carr's Ferry** to the middle of Big Marsh Bayou Bridge. A complaint was made to the Police Jury on 5 July 1893 that "JOSEPH KARR [sic] had abandoned his ferry on the Calcasieu." On motion of J. C. LeBLEU, it was resolved that the "Clerk of this body notify said JOSEPH KARR [sic] to personally appear before this body to show cause why his privilege should not be forfeited." On 14 July 1893, the following commissioners were appointed to lay a road "from Lake Charles to Sugartown from **Karr's** [sic] **Ferry** road to JESSY LYLES on Barnes Creek: JOHN J. REEVES, P. B. LEE, C. M. BALL, F. GILLIS, MILES BUSBY, and G. B. LONG."

On 12 January 1894, a committee composed of S. G. SHATTUCK, E. A. MATERN, M. D. MATERN, E. [or C.] MILLS, P. D. LeBLEU, and S. ARTHUR KNAPP reported that the route to lay out a road from Lake Charles to **Karr's Ferry** [sic] on the main river would begin just east of the Bradley Ramsey Lumber Company Mill, then east to the center of the ZACK SIMMONS subdivision, then northeast to English Bayou at **Babin Ferry**, past the ELLIS pear orchard, to the river bank at **Karr's** [sic] **Ferry**, etc. At the same session, the road was approved "thence along the river bank in a northernly [sic] direction to **Karr's** [sic] **Ferry**. Signed, THAD MAYO, Mrs. K. C. MacIVER, K. C. MacIVER." On Motion, on 13 April 1895, the Parish Superintendent of Public Roads and Bridges was authorized to advertise for bids on cutting out and bridging the road from **Carr's Ferry** on the Calcasieu River to Lyles bridge on Barnes Creek. ALEX BABIN was named Overseer on the road from Lake Charles to **Karr's** [sic] **Ferry**.

According to the tax rolls for Calcasieu Parish, JOSEPH CARR owned 75 acres of land in 1880, but he was not on the tax roll for 1881. In 1882, he owned 160 acres. In 1883, he bought land from GEORGE H. [or W.] WELLS, and by 1884, CARR had 320 acres. In 1885, he was taxed on 200 acres, but by 1886 he had only 120 acres. His homestead was SENE, Sec. 30, T9S, R6W; W ½ SW Sec. 22, T8S, R8W; SENW Sec. 22, T8 S, R8 W.

JOSEPH CARR was the son of THOMAS CARR and DELPHINE RICHARD. He was born about 1847 in Louisiana, although the 1880 census states he was born in Mississippi. He served the Confederacy as a member of Ragsdale's Texas Cavalry. CARR married LODISKA (LODESCA) HAY, who was born 1 March 1847 in Louisiana. The 1880 census for Ward 3,

Calcasieu Parish shows JOSEPH CARR (white male, age 34, born in Mississippi), whose occupation was given as "ferrykeeper." His wife, LODISKA, was age 33. Children of the couple were a daughter, ELLEN (age 6) and sons, THOMAS (age 4), HENRY (age 2), and JOSEPH (about 3 months, born in March 1880). Also shown in the household were CHARLES HAY (age 10), a brother-in-law, and THOMAS MARTIN (age 18), a laborer.

JOSEPH CARR died in Lake Charles on 7 April 1894. The following obituary was found in the *Lake Charles Commercial* for Saturday, 14 April 1894:

"INSTANTLY KILLED. JOSEPH CARR.

Run over by a passenger train of the Southern Pacific.

"JOSEPH CARR was run over and killed by the west bound passenger train of the Southern Pacific at 1:47 o'clock last Saturday morning near the coal shute [sic] east of the depot. The deceased was well known in Lake Charles, as he is an old settler in the vicinity. He was the owner of the river ferry nine miles north of the city, but at the time of his death had it leased to other parties. Mr. CARR was strongly addicted to drink and, when intoxicated, would wander off and go to sleep wherever he would chance to fall.

"Saturday night he remained at Goosport until nearly nine o'clock, when he started for town. It is supposed that when near the coal shute [sic], he fell down and went to sleep. The engineer of the passenger [train] did not stop his train, not knowing that he had run over anybody. The engineer of a light engine going west at 2:45 o'clock discovered the body, and too late to avoid striking it with his engine, which dragged the remains nearly twenty feet. Coroner PERKINS, being notified, immediately impaneled a jury and held an autopsy which showed that one of the wheels of the passenger engine had passed over the unfortunate man's head, crushing it, and scattering the brains in sickening profusion along the track. The right leg and left arm were cut off and the body terribly mangled. The Coroner's inquisitorial court rendered a verdict of accidental death in accordance with the above fact. The remains were interred the same day.

"About seven months ago, the deceased and his wife separated because of his intemperance. In addition to his wife, Mr. CARR left a family of five children."

On 10 September 1898, the widowed LODISKA HAY CARR was granted 159 and 58/100 acres of land from the Public Domain. The grant given was signed by President WILLIAM McKINLEY. Mrs. CARR died in Lake Charles on 13 January 1928 and was buried in Orange Grove Cemetery in Lake Charles.

Sources: *Lake Charles Commercial* (1/11/1882 & 4/14/1894); 1880 Calcasieu Parish Census; Calcasieu Parish Police Jury Minutes; Calcasieu Parish Tax Rolls; land records

HICKS FERRY

On 7 July 1841, CHRISTOPHER HICKS was granted the privilege of establishing a ferry on the Calcasieu River "at his plantation" on the same terms that the Legislature had granted to REESE PERKINS in the year 1830. HICKS was also required to "Make and support a road out to the Pine Woods, on Both sides of the River" near the ferry. A Police Jury resolution of 5 March 1844 appointed PAULIN LeBLEU overseer of a public road from **Hicks' Ferry** to Barnes Creek. On 3 December 1844, ISHAM REEVES was appointed overseer of a road, from the west side of the Calcasieu at **Hicks' Ferry** to the south side of Barnes Creek. In 1845, it was decided to "lay off the road between **Hicks' Ferry** to Singleton's settlement." On 2 June 1851, WILLIAM BILBO was appointed overseer of the 4th Ward from **Hicks' Ferry** to Indian Village, or Bayou Marsh, four miles above **Steven Cole's Ferry**." (See *Kinfolks*, Vol. 31 #1.)

The 1840 census showed CHRISTOPHER HICKS living in Calcasieu Parish. His name did not appear in either the U. S. Tract Books or the Louisiana State Tract Books for a land grant, so he may have purchased his land from an individual. This purchase may have been recorded in the old Imperial St. Landry records. The Calcasieu Parish Police Jury Minutes for 3 December 1844 state that ISHAM REEVES was made overseer on the road from **Hicks' Ferry** to Barnes creek. Since ISHAM REEVES owned land in Sections 9, 20 and 30 of township 8 South, Range 7 West (which includes a section of land near the Calcasieu River around Hecker), it is probable that the **Hicks' Ferry** was located in the area near Hecker.

CHRISTOPHER HICKS died sometime before 1848. His succession was #26, which was filed in Calcasieu Parish prior to October 1848. This succession was destroyed in the fire of 1910 when the courthouse burned. A brief summary of the succession, in the possession of the Mayo Title Company of Lake Charles, gives no genealogical information, but states that the estate of CHRISTOPHER HICKS was in debt to THOMAS HICKS (no relationship given).

Sources: Calcasieu Parish Police Jury Minutes; Calcasieu Parish Successions

REESE W. PERKINS, JR. FERRY

The ferry operated by REESE W. PERKINS, Jr. was located two miles north of the Lake Charles city Limits. It kept the old Perkins road open across the Calcasieu River. On 7 May 1884, the petition of REESE PERKINS, Jr. asking for a ferry charter across the Calcasieu River between the mouth of English Bayou and West Fork was granted for the term of five years, with an "exclusive ferry privilege extending from the mouth of English Bayou to the mouth of West Fork, and he is hereby allowed to charge the same rates for ferriage as is allowed to other ferries across the Calcasieu River.

On 17 July 1884, the following persons were appointed commissioners to lay out the road leading "from the corporation line of the town of Lake Charles by way of **Perkins Ferry** on the Calcasieu River (Fitzenreiter road) and intersecting the Sugartown road near **Parker's Ferry** (located on the west bank of the Calcasieu where Hwy. 378 crosses West Fork): REESE PERKINS, H. H. WHITE, JAMES LEE, C. C. LYLES, and G. W. KOONCE." The petition of HENRY GIEFFERS, H. NIX, W. H. KIRKMAN, and others asking for a road leading from the Sugartown road north of **Parker's Ferry** by way of **Reese Perkins' Ferry** across the Calcasieu River, thence to its intersection with the Lake Charles and Hickory Flat road near Goosport be declared a public road was granted.

REESE W. PERKINS, Jr. was the son of REESE WASHINGTON PERKINS, a Confederate veteran, and VIENNA JANE COWARD. He was born in Louisiana about 19 September 1849 in Calcasieu Parish. According to the 1880 census for Calcasieu Parish, he was then a merchant, age 30 and married to MARY _____ (age 25, born in Mississippi). Their children were THOMAS E. (age 6, born in Louisiana) and IDA MAY (age 4, born in Louisiana). REESE W. PERKINS, Jr. did not keep his ferry long. His death was reported in the *Lake Charles Echo* of 1 November 1884. It stated: "DIED. PERKINS. At his residence on Beckwith Creek in this parish, on the 29th ult., at the age of 35 years, 1 month, and 10 days, REESE W. PERKINS, Jr, the youngest son of R. W. PERKINS, Sr." The same paper gave the following obituary: "R. W. PERKINS, Jr. We are extremely pained to have to mention the death of this most estimable and honorable gentleman, after a long and painful illness. Mr. PERKINS had always led a most exemplary life, and was consequently beloved by all who knew him. We truly condole with his

aged father and mother, as well as with his elder brothers, ALLEN, JAMES and IVENS [sic, IVAN], and sisters, and the most estimable wife and two children in the bereavement. As a son, he was dutiful, as a brother, kind, and as a father and husband, loving and indulgent almost to a fault." His succession was Calcasieu Parish Succession #496, which was lost in the fire of 1910. Sources: 1880 Calcasieu Parish census; Calcasieu Parish Police Jury Minutes, Book C; *Lake Charles Echo* (1 Nov. 1884); *Lake Charles American Press* (5/1/1949)

IRWIN PERKINS' FERRY

The following advertisement ran on page three of the *Lake Charles Echo* for 7 June 1884 and on page four of the *Echo* for 11 October 1884: "PUBLIC FERRY. The public is hereby notified that I have established a ferry at the mouth of West Fork. Fully prepared to cross horse, buggies and wagons. Good road on both sides of the river. By this route you reach Lake Charles by one ferry---by others, two ferries. ERWIN PERKINS, Proprietor."

On 28 May 1890, "the President of the Police Jury was ordered to take such action as is necessary to have removed all and any obstructions on or across the public road, on the road from Lake Charles to or near **Fitzmiester's** [sic] **Ferry**, being the road that crosses Calcasieu River at or near the **Irwin Perkins' Ferry**. When the Police Jury decided to sell all the ferries on the Calcasieu and its tributaries on 18 July 1890, the **Irwin Perkins' Ferry** was sold to J. H. MATERN for \$35.00, and IRWIN PERKINS bought the ferry on **Hickory Branch** for \$5.00.

The Treasurer's Report of 14 January 1891 stated that Judge KLEINPETER presented a claim against the Parish in behalf of J. H. MATERN, claiming the amount paid by him into the Parish Treasurer for a certain ferry known as the **Irwin Perkins' Ferry** together with cost and attourney [sic] fees, etc." The claim was received and referred to the District Attourney [sic] for his opinion, with the provision that he was to report back to the Police Jury with an opinion. On 5 March 1891, the District Attorney, R. P. O'BRYAN, reported that "the parish should re-imburse [sic] the said J. H. MATERN, a follows:

1st Purchase price of Ferry Privalige [sic]

2nd Such cost of court as may have been regularly taxed and none other.

I am of the opinion that the Parish owes nothing to said MATERN for monies expended or promised for Attourney [sic] fees." Signed, R. P. O'BRYAN, Dist. Att. Dated Feb. 29th, 1891

There were several **Perkins Ferries** and several men of various generations and branches of the family whose names were Ivan, Iven, Erwin, and Irwin. In some cases, it is almost impossible to designate one of these men from the other. The 1880 Calcasieu Parish census shows an ERWIN PERKINS, white male, age 36, born in Louisiana. His occupation was "logman." In his household were his wife, ANNIE ELIZA (age 31, born Texas) and three children---WILLIAM (age 9), SIMON (age 6) and EDMOND (age 5), all born in Texas. This man is probably the ferry keeper who replaced REESE W. PERKINS. A brief announcement in the *Daily American* of 24 May 1906 stated: "The funeral of ERWIN PERKINS, an old citizen of the parish, took place yesterday at his home near Perkins Ferry, aged 62." Sources: 1880 Calcasieu Parish census; Calcasieu Parish Police Jury Minutes; *Lake Charles Echo* (6/7/1884 & 10/11/1884); *Daily American* (5/24/1906)

To be continued

Laughter is the closest distance between two people. *The Family Tree*

WHAT WAS HAPPENING IN OLD LAKE CHARLES

From *THE AMERICAN*, 23 December 1896

Information gathered by MICK HENDRIX (Member #1296)

Citizens of Lake Charles were going in many directions. Mr. ROSENBLOOM and F. A. STUBBS went to New Orleans, where Mr. STUBBS will purchase new goods for his grocery store. Judge KINDER transacted business in Fenton. H. W. LONG, J. H. HENDRICKS, and Miss STELLA A. GARRISON, one of the teachers at the public school, went to Jennings.. Mr. and Mrs. H. SARGENT and son, GEORGE, came in over the Watkins' Railroad from their home in Clyde, Kansas to visit Mr. and Mrs. GEORGE CLARK of Jennings, who are engaged in rice farming. Dr. McMAHON left for San Antonio to spend Christmas with his family. Mr. and Mrs. J. J. NELSON and daughter, ETHEL, visited their parents, Mr. and Mrs. W. N. NELSON in Beaumont. Mrs. J. W. WATSON and daughters visited the BAKER farm at Prien Lake. WINSTON OVERTON, attorney, left to spend the holidays in his old home in Marksville, Louisiana. F. M. BULER returned to his home in Oberlin after visiting his daughter, Mrs. W. E. LEE. Mr. and Mrs. GIBSON returned to their home in Mermentau, and Mr. and Mrs. KING RICHARDS returned to Oakdale. FRED SLITTS has accepted a position with the Medicine Music Co. of New Orleans.

Visitors to the area included: Mr. and Mrs. M. C. RICHIE, Rev. I. N. PARDEE, and E. L. LEE from Jennings; G. W. SHEFFIELD and R. D. ADAMS of Beaumont; Prof. JAY BROWN; Prof. JONES of Edgerley; T. S. FONTENOT, Sheriff of St. Landry Parish; and WILLIAM BROUGH of the Calcasieu River Lumber Co. of Oberlin. S. J. FENTON of Fenton; Prof. J. G. HAUPT of Nebraska; BRANSON SHADDOCK; CHARLES and FRANK CARY, called at the newspaper office. V. V. VERRET of Lacassine was in town with a load of chickens and turkeys. E. MILLER of Crowley did business with some lumbermen. Miss LORENA LOXLEY visited Mrs. A. E. GOOS in Westlake. Miss MAYME SILING was visiting her parents. Miss THALLY MOCH of Forrest Hill was spending the holidays with Mrs. F. J. ISERINGHAUSEN, who fell and seriously hurt herself. Mr. and Mrs. J. W. WATSON and daughter, Mrs. D. G. CONNELLY, visited in the country with the family of TOM BAKER. Mr. and Mrs. IRA S. REED, parents of the late E. F. REED, arrived here to spend several weeks. Mr. and Mrs. HAMILTON PIPER and children arrived from Canada to make their home in Lake Charles, away from the blizzards of the North. Mr. and Mrs. E. C. WALKER have rooms at Miss USHER's on Moss Street; Mr. WALKER has accepted a position at the WATKINS car shop.

Messrs. ANDERSON and SWINDELL were closing out their entire stock at cost. Miss VIVIAN FUQUA presided over the Milligan-Martin candy department. V. V. VERRET of Lacassine was in town with a load of chickens and turkeys. E. MILLER of Crowley did business with some lumbermen. BRANTLEY Bros. of Westlake contracted to furnish the brush used for matting in the construction of the jetties in Calcasieu Pass; the contract amounts to \$7,200. The Bradley-Ramsey Lumber Co. is closed for repairs. A shell sidewalk is being laid north of H. W. READ's feed store. J. K. McDONALD made an addition to his blacksmith's shop on Ryan Street. Mr. ED HAZZARD "went out over the Watkins Railroad in charge of the pay car and distributed the wherewithal to make a merry Christmas for the employees." HENRY PELS, foreman of Section "Z" of the Watkins Railroad, ran a nail in his foot.

Mr. TOCE's house was almost completed. ARAD THOMPSON was painting his house on Kirby Street. JAMES WALKER was repairing his house on Ryan Street; his sister ADA WALKER of Falls Church, Virginia was visiting him. E. C. STITT moved from the WHITE property on Clarence Street to a cottage on Lawrence Street. WILLIAM LOREE built a sidewalk in front of his property at the corner of Ryan and Common Street. Mr. E. B. SEEDS purchased a new horse, and Miss ZENA THOMPSON purchased a fine driving horse. WILL CRUIKSHANK and LOUIS WHITE are proud owners of fine Waverly bicycles. WILL WEBER's horse broke loose in front of the Hodges Street M. E. Church, and was caught on Ryan Street by Mr. BROWN.

A "good audience" assembled at the residence of I. S. METAGER and heard a sermon delivered by S. A. HONBERGER of Roanoke, a Dunker preacher who hopes to build a prosperous Dunker community in Lake Charles. A Dunker meeting was also held at the Masonic Temple and was addressed by Rev. KAUFMAN. Rev. ROBERT J. HARP returned from the M. E. South Church conference in Ruston; he was appointed head of the Broad Street Church for another year. The Broad Street M. E. South Church asked for clothing and groceries to be brought to Mrs. F. K. WHITE, Chairman of the Charity and Help Committee or for money to be brought to M. D. KEARNEY at his drug store. Soloists at the Catholic Mass given by Father VAN de VEN were: Misses F. BLANCAR, A. COLDWATER, K. BRODERICK, K. RYAN, AGNES DEL, N. KLEINPETER, E. PUJO, and JAMES LEVEQUE, bass soloist. The Light Guards were preparing for a competitive drill. Officers of the company were Captain, S. A. KNAPP; 1st Lieutenant, C. KEARNEY; 2nd Lieutenant, J. S. THOMSON; 3rd Lieutenant, L. O'BRIEN.

Crime was not a stranger to old Lake Charles. J. H. DEESBOROUGH, who had been running the Commercial Saloon, left for parts unknown. Some time ago, DEESBOROUGH was arrested for making whiskey without a license, and was under bond to appear at the U. S. Court in Opelousas. Instead, he withdrew all his money (\$300) from the bank, and left town. After he was gone, it was found that about \$100 in cash and Mr. FARQUE's watch were missing from the cash drawer at the saloon. He left several debts behind, and his property has been attached by his creditors. Another incident involved LEON ROGG, who had been keeping books for Mr. FARROUX, the former proprietor of the Lake House. FARROUX was in debt to ROGG, and at Mr. GENTRY's house, ROGG demanded his money and called FARROUX a liar. FARROUX drew his gun and fired. ROGG hurried to Judge WASEY and made affidavit against him. FARROUX was arrested and put under \$500 bond.

O. G. STANTON found an outfit for molding silver dollars of the 1881 issue near the Slaughter House Ranch, about three miles from the city. He "kept a careful watch to return it to its owner," but finally turned it over to the officers of the city. Evidently someone had been making silver dollars with this outfit and became alarmed and abandoned it. The Slaughterhouse Ranch was the site of another incident, and the following appeared in the paper: "Estrayed. Taken up by I. G. STANSBURY on the Watkins' Ranch east of Lake Charles 8 ½ miles, and called the Slaughter House Ranch, one male hog, about three years old, weighs about 175 pounds. Owner can have same by paying all charges and proving ownership."

Born on Tuesday morning, December 22nd, to Mrs. J. HARRIS COLLETT, twins, a boy and a girl. MALCOLM A. SHARP and SILVA D. DAVIS were married near Iowa, La. on 14

December 1896; Rev. A. WILKINSON performed the ceremony. For the week ending December 23, the following marriage licenses were issued: December 18- JAMES REEVES and JEMINA SIMMONS; December 19- FULLY FERGUSON and LOVEN BUREAUX; December 21- OMER CHRISTIAN and AMANDA VANCE.

Advertisements included Doctors A. N. PIERCE and M. F. HOWE and drug store owner, ADOLPH MEYERS, advertised. G. A. CRAMER's advertised holiday goods. EDDY Brothers Dry Goods Co. advertised Union suits and underwear for gentlemen, ladies and children in wool, cotton and jersey. D. R. SWIFT, proprietor of the Lake Charles, Livery, Feed and Sale Stable, advertised his Ryan Street Undertaking Depot. The firm of LEVY & BENDEL and I. REINAUER's store on Ryan Street both claimed to be the town's "Leading Clothiers." WOOLMAN's advertised loaded shells, guns and tobacco. GEORGE LOCK, general manager, and G. W. LAW, general freight of the C. V. & S. Railroad gave its timetable for Westlake, Lockport, Houston River and Ridgewood. The mail boat-steamer *Helen* advertised that it left Jones wharf for the Gulf at Cameron every Monday, Wednesday and Friday at 7:00 A. M. and returned every Tuesday, Thursday and Saturday, arriving at Lake Charles at 8:00 P. M. Master of the ferry boat-steamer, *Hazel*, A. W. WEHRT, advertised that the boat left Westlake for Lake Charles and made the return trip on opposite hours.

J. P. GEAREY, Postmaster, advertised these letters for the week ending Saturday, 18 December.

LADIES LIST: MARY ARMELLA, Mrs. W. T. BENTON, LIELIAN BUSH, MARY DICKERSON, E. FITZGERALD, ZELLA LeBLEU, MARY LYLVEST, MAZZAUS MASLY, MAY RYAN, Mrs. JULIEN STRICKMAN, ZULAS WILLIAMS, and BETTIE WETTERS.

GENTLEMEN'S LIST: S. D. BEAUREGARD, JOHN BROOKS, Rev. J. W. CALDWELL, LINGI CAPIO, GEORGE CHAYEL, Dr. G. W. COOK, FRANCISCO CULLATTA, R. CUMMINGS, GUISEPPE DEPAYTO, O. J. HEARD, ANDREW JACKSON, ROBT. KOONCE, WILLIAM A. LAMBERT, A. L. LINDSEY, DAN McCARTHY, WILLIAM MITCHELL, W. L. RABINSON, TOM RICHARDSON, FREIRE SAIRIE, HENRY SMITH, DAMAN STURDEVANT, THAST TOELLOR, WALTER WAINWRIGHT, DAN WEBSTER, and C. N. WOOD.

SOUTH SIDE NOTES

Mrs. JNO. PERKINS has been very sick of malarial fever, and Deputy JNO. PERKINS had a phone put in his residence. G. L. LeBLANC of Edgewood visited JIM McCAIN. PETER MASON has completed his new residence. Mr. BAKER, who has the poor farm here, was in town purchasing Christmas supplies. LEON DEON of Vincent Settlement was in town.

"One of Them"

NEWS FROM ALL OVER THE PARISH

MIERSBURG. ELIAS MIERS and son WILLIE, S. O. COOLEY and THEO HICKMAN went to Lake Charles. W. H. SUMMENS, ASA HICKMAN, N. B. ALSTOR went to Alexandria. Mr. JONES and WILLIAM KEEL were making ties at the ELIAS MIERS' place. Misses CELIA and FANNIE SIMMONS visited Mrs. JNO. T. MIERS. BARRY PLUMBER, Miss SALOME and OLIVER ALSTOR, Miss MARY ERINGTON, Miss CRISTINE COOLY, IRA B. COOLY and his brother, E. O. COOLY, FELOR ALSTON, T. HIRLY, and J. B. HICKMAN

also visited the town. Mrs. E. G. COOLY and Mrs. THEO HICKMAN visited Mrs. DAVID MIERS, who seems to be getting weaker everyday.

GLENMORA GLEANINGS. Rev. and Mrs. W. E. LEE and her little sister, BESSIE NORWOOD, left for a post with a better salary. Rev. JAMES D. NEDERLAND, assisted by Rev. ISAIAH WATKINS, married W. J. SANDIFER of Calcasieu Parish married to Miss CLARA SWILLEY, daughter of J. W. SWILLEY at the Baptist Church on Wednesday evening, 16th of December. Students who went home for the holidays included: Messrs. MORGAN GOODEAU, LESTAIN L. RABALAIS, EDDIE L. MORROW, MARLAN HAVARD, LINDSEY MANUEL, JOHN MAY, ONEZIME FORET, HENRY FORET, MAURICE COREIL, THEOPHILE FONTENOT, CLINTON PERRINGER, J. LUTHER PERRINGER, LEON CAMPBELL, JAMES LEE REED, and the Misses LIZZY MANUEL, E. L. CHANEY, BELLE REED, DELILIA STEWART, LEDY LAFLEUR, CORA PHILIPS, and MAGGIE JONES.
"CREOLE PELICAN"

LOCKPORT. Visitors to the town were G. ED WEHRT, Capt. JNO. JOHNSON, ANDREW JOHNSON, JAMES and WILBUR STEIDLEY, GEORGE MORGAN, DAN RYAN, Mrs. N. ARFSTEN of Lake Charles, and Mrs. W. S. GRAVES of Westlake. WINFRID TOPHAM and JAMES TROUSDALE attended Sunday services at the Baptist Church in Lake Charles. WILLIE JOHNSON and NOLAN ELLENDER visited at Myrtle Springs. Mrs. FRED REID and Mrs. NELS JOHNSON visited in Lake Charles, and Mrs. D. A. TROUSDALE visited in Westlake.. FRED REID and GEORGE T. LOCK visited lumber mills in Orange, Texas. Mr. WILLIE ARRRINGTON was very sick "of pneumonia." LELAND TOPHAM was suffering with an abscess on his cheek. T. L. HOBBS was quite sick last week. R. L. ETHEREDGE contemplates moving to Westlake. Prof. MEYER, the blind musician, entertained the citizens, and gave a bar of soap to the laziest man and a beautiful silver cup to the most popular lady, Mrs. Capt. [GEORGE] LOCK. S. W. LAW went to Houston for Lock, Moore & Co.

(Signed) "SAW LOG"

PRIEN LAKE. CHARLES GARY was a delegate to the Sunday School convention in Lacassine. Messrs. WATSON and BAKER and their families spent Sunday on the lake bank. BERT BAKER, who works at the Model Dairy, visited his parents and friends. B. F. CAREY spent Sunday at home. Miss MINNIE TOMPKINS was ill. A prairie fire last week came very nearly demolishing the board fences on Mr. THAD MAYO's and Mr. JACOBS' places. J. C. WILLIAMS has been working in Lake Charles.

(Signed) "AGRICOLA"

RAYMOND. Mr. and Mrs. GEORGE BOWMAN of Meadow Prairie were visitors at C. F. TAYLOR's. Rev. E. L. WELLS and Presiding Elder KING of Lake Charles assisted Rev. J. F. ROSS in a revival. The trustees of the church have rented the old J. W. RITTER place from W. A. WICKETT for use as a parsonage. C. M. PARKER is home from Baldwin, where he is employed in the sugar mill. LEE MACVEY of China visited G. M. BOWEN.

(Signed) "UNO"

(To be continued)

RESEARCH TIPS from *Cass County Connections, March 2004*

MARRIAGE RECORDS. Witnesses and bondsman could be related to either party.

MARRIAGE EVIDENCE. Look at deeds. They may contain information about the wife.

DEATH EVIDENCE. Check for wills, letters of administration, and final estate settlements.

LAND RECORDS. Use them to separate two persons of the same name in the same community.

CITY DIRECTORIES

These surveys give a record of every business place and house in a town. They give the name of the owners of the business and the street address for the business. For residences, names of the inhabitants and the address for the house are given, along with the occupation of the male head-of-household, and sometimes for all the working people in the household. You can see how long a family lived in a particular house and how long they stayed in the town. If you do not find the male in the city directory for the next period of time, but find his family there, you may assume that he died. This gives you a time period to check for obituaries, cemetery records, etc. If you do not find the family listed in the next city directory, you may assume they moved on. By checking these city directories and finding the part of town in which a family lived, you will find clues to their economic lifestyle.

CITY DIRECTORY LAKE CHARLES, LOUISIANA 1911-1912

Continued from Vol. 31 No. 1

OFFICIAL STREET DIRECTORY

Blake Street

416	KING, ROYAL. (c)	719	PROVOST, JACK.
420	LADIS, CHARLEY	725	SMITH, ALCUS.
432	MONGONERGORA, R.	814	INNESON, MICK.
576	SCOTT, THOMAS. (c)	820	NELSON, H. W.
578	BAYLOR, SONNY. (c)	909	CULY, ELISHA. (c)
524	BAYLOR, JONAS.	929	DANIEL, JOHN. (c)
624	DOIRON, A.	931	BANKS, FRANK. (c)
707	MISAT, CHAS. (c)	933	COMPTON, BECKIE. (c)
711	HAYES, DUDLEY	935	GUIDREY, EVIE.
715	EVERITT, E. J.		

Kirby Street

632		902	ROCK, GEORGE.
706	MALLOY, JOE	903	JACOBS, JOE.
709	LOREE, C. R.	905	KREEGER, Dr. GEO.
714	NIX, J. E.	909	HOWE, Mrs. M. F.
720	WELSH, Mrs. C. D.	915	STEAD, A. H.
724	WILLIAMS, R. P.	917	PETERS, WM.
730	KANE, H. B.	920	CHALKLEY, H. G.
738	LAKE, H. C.	922	HOLLINS, ARTHUR.
744	MUTERSBAUGH, G.	923	PATTERSON, W. E.
800	GARDINER, J. W.	1002	GIBSON, E. E.
805	KELLEY, D. A.	1020	LAKE, O. K.
828	PERKINS, Dr. A. J.	1015	LEAKE, ROBT.

1019 SWAN, L. A.
 1021 IRVINE, EDWARD.
 1025 JEFFRIES, L. A.

1026 HALE, R. L.
 1029 HARMON.
 1032 POWELL, J. W.

Pithon Street

First street east of Front street. Begins at Pujo and runs south to Clarence.

LOY's Tin Shop (W. H. LOY, prop.)

1017 KITTERMAN, S. A.	1116 OLIVER, Mrs. BETTIE
1018 SPILLER, H. C.	117 OGDEN, H. W.
1101 VON PHUL, F. A.	1117 HAYES, H. A.
1102 MARTIN, C. P	1120 WATKINS, A. L.
1106 BOUDREAUX, F. J.	1121 SMITH, FRANK A.
1109 CATHOLIC ACADEMY ANNEX.	1128 LEVEQUE, Mrs. M. J.
1110 SPILLER, A. R.	1136 Vacant

Pujo Street

Second street south of Division. Begins at Lake Front and runs east to limits.

114 RICHARDSON, Mrs. D.	Hi-Mount Land Co.
118 ERICKSON, Mrs. E. J.	Majestic Cigar and News Stand.
201	Cor. Bilbo, Carnegie Library.
204 LYONS, Mrs. E. J.	420 Auditorium
205 STEPHENSON, Mrs. L. E.	424 Vacant
208 ROCK, G. T. Hdw. Co.	425 DOUGHERTY, ALEX.
209 ROLLOSON & Co.,	428 RYAN's Stable.
Hi-Mount Land Co.	501 LYONS, J. L., Jr.
210 LOREE Grocery Co.	505 RICHARD, O. B.
213 PORTER, C.	508 McCORMICK, Mrs. C.
214 Beaumont Enterprise.	509 PRICE, J. W.
312 Wells-Fargo Express Co.	511 GRIFFITH, Mrs.
314 LeBLEU, P. D.	512 BENNETT, Dr. T. S.
316 DEES & FOSTER.	518 SCHINDLER, O. T.
318 MacLEOD Millinery Store.	519 MAYO, A. M.
320 WALL's Tailor Shop.	520 SMITH, J. S.
322 O. K. Furniture Co.	527 THOMPSON, B. J.
324 Woman's Exchange.	603 GUNN, C. W.
328 Majestic Cigar Emporium.	611 DUHIG, W. J.
332 HAMAND & WENTZ.	620 BLOSSAT, J. D.
Majestic Hotel.	623 WEBER, W. P.
Majestic Hotel Building –	626 ROCK, H. H.
GARDINER, J. W.	637 TALBOT, B. M.
NOBLE & GARDINER.	703 ROBERTS, FRANK.
Majestic Barber Shop.	704 LOREE, WM.
St. Louis I. M. & S., City Ticket Office.	710 LOREE, CHAS.
S. P. City Ticket Office.	711 Vacant
PRICE, J. W., Insurance	714 ROCK, GEO. T.
IDA Oil Co.	717 WASEY, JNO. L.

722 EDDY, H. G.
 727 HAMAND, E.
 728 THRALL, B. E.
 737 STONER, Mrs. G. W.
 736 CHAVANNE, E. A.
 738 WOODRING, S. T.
 739 WATKINS, Dr. T. H.
 805 KINNEY, Mrs. L. W.
 813 WALL, H. P.
 819 LeBLANC, O. L.

827 QUILTY, M. L.
 905 DIETZ, T. M.
 908 PARROT, T. L.
 912 Vacant
 914 ALLEN, W. H.
 919 CHRISTMAN, A. J.
 1004 GAYLE, J. F.
 1012 FOURNET, G. A.
 1030 WOOLMAN, C. B.

Ann Street

LAWRENCE.
 Swift & Co.
 DAVIS & LeBLEU
 KELLEY-WEBER
 204 BARKER, Mrs. E. J.
 208 MEYERS, Mrs. FANNY
 211 MINER, Mrs. LOU
 214 HEBERT, E.
 218 KELLER, JOE.
 223 BURNS, HENRY.
 224 LAWRENCE, PHILIP.
 227 BORDEAUX, J. C.
 232 GRAHAM, FRANK.
 301 PELLERIN, ALEX.
 302 BLANCHARD, A. T.
 306
 307 TAYLOR, MARY. (c)

310 WALKER, JOHN.
 311 PARKER, MARY. (c)
 315 PARRENT, ABE.
 316 BOUGET, ELIAS.
 320 HUTCHINS, D. J.
 321
 325 JONES, MARY. (c)
 329 PLUMMER, CHAS. (c)
 410 O'BRIEN, Mrs. J. E.
 419 FULLINGTON, H. H.
 501 STRACELL, C. J.
 510 BRAMMER, A.
 512 KIRKMAN, Mrs. L. P.
 513 GRAY, Mrs. MOLLY
 519 HEMENWAY, E.
 521 BROUSSARD, Mrs. JESSIE

Seventh Street

604 SMITH, Mrs. J. E.
 605 TOBIN, C. B.
 610 COLEY, Mrs. E. A.
 614 BOWMAN, W. C.
 703 RICHARD, FRED.

715 JOHNSON, J. H.
 802 TROTTI, T. J.
 803 LEVEQUE, JAMES.
 807 BORDELON, M. M.
 1006 LEVEQUE, EUGENE

Tenth Street

328 McNEESE, O. A.
 408 REESE, JNO. R.

420 DeLATTE, A.

Shattuck's Alley (Goosport)

DANNIS, A. F.

CRUIKSHANK, ROBERT

(To be continued)

A sense of humor is provided to console us for what we are. *The Family Tree*

LeBLEU CEMETERY

Location: I-10 east to Chloe/Cameron exit, go north, back over the interstate. Cross Contraband Bayou, then left on LeBleu Cemetery Road. Cemetery is at end of road. Land for LeBleu Cemetery was donated by ALEXISE JANISE on 1 Oct. 1860.

Cemetery was read on 25 March 1997 by MARGARET MOORE, Member #1066,
and JAN CRAVEN, Member #1018

In some cases the headstone was no longer there or not readable. In those cases the information was taken from a previous reading in 1971 by the Southwest Louisiana Genealogical Society, Inc., with their permission. In recent burials, whose headstone had not been put up yet, the obituary from the *Lake Charles American Press*, our local newspaper, was used, with their permission. The *Lake Charles American Press* publishes the obituaries with the information given to them by the indicated funeral home and is no way responsible for misgiven information. There were 30 adult and 5 children graves that were unmarked.

Continued from Vol. 31 No. 1

RICHARD, SYBIL E., b. 5 Oct. 1942. Wife of PAUL H. BREAUX. No death date as of 1997 Reading.

ROBINSON, LUCILLE M., b. 10 Oct. 1932, d. 7 Aug. 1996. Married to JANISE. This record also under JANISE.

RUSHING, JAMES M., b. 14 Jan. 1995. No date "MATTHEW"

RUSSELL, LUTHER J., b. 6 Feb. 1917, d. 12 Dec. 1994 M1 US Navy WWII

SARVAUNT, Baby, b. No dates, d. No dates

SARVAUNT, GARY, b. No Dates, d. No dates. Headstone not found in the 1997 reading.

SARVAUNT, Mrs ORELIE, b. 20 Dec. 1978, d. 21 Dec. 1969

SARVAUNT, OSCAR L., b. 28 Jan. 1891, d. 6 July 1974. Headstone not found in the 1997 reading.

SARVAUNT, SHARON DARLENE, b. 24 Oct. 1969, d. 25 Oct. 1969. Baby buried by HAMMER Funeral Home.

SARVAUNT, SILVIA ANN, b. 25 June 1954, d. 2 Oct. 1957. Daughter of Mr. & Mrs. RICHARD SARVAUNT. Tombstone not found in the 1997 reading.

SARVAUNT, VIOLET M., b. 27 Oct. 1824, d. 15 Feb. 1920

SARVAUNT, ZULA, b. 17 June 1906, d. 16 Jan. 1996. Tombstone not found in the 1997 reading.

SAUCIER, ORENA, b. 9 Oct. 1916, d. 3 Mar. 1994. Married LeBLEU. This record is also recorded under LeBLEU. On the same slab with VERNON LESTER LeBLEU and ERVIN V. LeBLEU.

SAVOY, AZELIDA B., d. 26 Mar. 1997. *Lake Charles American Press* wrote: Funeral services for AZELIDA BREAUX SAVOY, 82, will be at 9 a.m. Friday, March 28, from St. Henry Catholic Church. The Rev. TIM GOODLY will officiate. Burial will be in LeBLEU Cemetery in Chloe under direction of HIXSON Funeral Home. Visitation will be from 11 a.m.-10 p.m. today with a rosary at 6 p.m.; and from 8 a.m. Friday in the funeral home. Mrs. SAVOY died Wednesday, March 26, 1997, in a local hospital. A native of Midland,

she was a longtime resident of Lake Charles. She was a member of St. Henry Catholic Church. Survivors are two sons, CALVIN and MELVIN SAVOY, both of Lake Charles; seven grandchildren; and 14 great-grandchildren.

SAVOY, NORRIS, b. 27 Nov. 1913, d. 5 Feb. 1989. TEC 5 US Army WWII

SCALISI, NATHAN BENNIE, b. 11 June 1919, d. 21 Nov. 1982. Sgt US Army WWII

SHANGROW, PEARL B., b. 7 Dec. 1901, d. 30 Nov. 1985

SONNIER, ESTHER, d. 12 Mar. 1997. *Lake Charles American Press* wrote: Kinder – Funeral services for Mrs. FOSTER (ESTHER) SONNIER, 70, will be at 2:30 p.m. today, March 13, from St. Philip Neri Catholic Church. The Rev. JAMES GADDY will officiate. Burial will be in LeBLEU Cemetery under the direction of ARDOIN Funeral Home. Visitation will be until time of service. A rosary was said Wednesday evening. Mrs. SONNIER died Wednesday, March 12, 1997, in her residence. She was a lifelong resident of Kinder. Survivors are her husband: four sons, MICHAEL, MARK and BYRON SONNIER, all of Kinder, and CARL SONNIER of Welsh; four daughters, SHARON BAXTER, JOAN LORMAND, PATRICIA ODOM, and LORI SONNIER, all of Kinder; one brother, EARL TATE of Welsh; one sister, FERN GIBBS of Welsh; and nine grandchildren.

STEWART, AGNES K., b. 11 Feb. 1900, d. 25 Jan. 1984. Next to JAMES STEWART Jr.

STEWART, ANDREW, Sr., b. 10 Mar. 1926, d. 6 Dec. 1993 Pfc US Army WWII

STEWART, JAMES, Jr., b. 28 Aug. 1901, d. 6 Dec. 1967. Next to AGNES K. STEWART.

STEWART, ROBERT, no dates. Son of ANDREW STEWART.

STEWART, WOODROW J., b. 18 Dec. 1918, d. 25 June 1987

STRAHAN, CHARLES M., b. 23 Oct. 1922, d. 25 Nov. 1990. Husband of FRANCIS A.

STRAHAN. In the same grave with FRANCIS A. STRAHAN.

STRAHAN, FRANCIS A., b. 2 May 1932, d. 27 Aug. 1971. Wife of CHARLES M.

STRAHAN. In the same grave with CHARLES M. STRAHAN.

TRAHAN, AMBER RENEE, b. 18 Aug. 1991, d. 22 Aug. 1991

TRAHAN, JAMES L., b. 2 Sep. 1946, d. 10 Aug. 1994

TRAHAN, LETHIA LeBLEU, b. 1 Jan. 1916, d. 13 Mar. 1984

VALLERY, JOHN D., b. 1 Mar. 1937, d. 18 Nov. 1972

VEAZEY, LILLIE LeBLEU, b. 23 Dec. 1924, d. 28 Jan. 1966

VIDRINE, MARTHA J., b. 25 Apr. 1934, no dates. Married to HILLS. This record is also recorded under HILLS.

WAGNER, MICHEL, b. 19 Mar. 1854, d. 29 Jan. 1948

WAGNER, Mrs. MICHEL, b. 1838, d. 14 Mar. 1938

WAINWRIGHT, ANNA PUJOL, b. 13 Oct. 1898, d. 30 July 1958. Born PUJOL. Wife of W. E.

WAINWRIGHT. On the same slab with many other PUJOL's. This record is also recorded under PUJOL.

WAINWRIGHT, EVEREST, b. 8 Nov. 1884, d. 31 Jan. 1971. Next to ANNA PUJOL.

WATSON, CLARENCE, b. 8 Mar. 1918, d. 23 Nov. 1979

WEATHERFORD, CLOVIS C., b. 9 Oct. 1905, d. 31 Mar. 1969. Mason

WEATHERFORD, JOSETTE, b. 22 Jan. 1911, d. 25 July 1976

WELSH, EDWARD, Jr., b. 1871, d. 1891

WELSH, ELIZA, b. 19 Nov. 1869, d. 31 May 1944. Wife of DONOT BREAUX. See

BREAUX.

WELSH, ELIZABETH, b. 1 Oct. 1874, d. 7 Sep. 1928

WELSH, ODELIA LeBLEU, b. 26 Dec. 1844, d. 25 Jan. 1918

WISE, MILDRED K., b. 20 July 1924, d. 13 Apr. 1996, Married to LeBLEU. This record is

Also recorded under LeBLEU.

(This concludes LeBLEU Cemetery)

CHLOE CEMETERY

Calcasieu Parish, LA

Received from MARGARET MOORE, 6/2/97 for Calcasieu Parish.

From Lake Charles, go east on I-10 to Exit #36 – Cameron/Creole exit – turn right and go south. Turn left on the first road to the left which is E. Opelousas Rd. Go .9 (nine tenths) of a mile and turn left on Shane Road. Go .1 (one tenth) of a mile until you see 2 round wooden posts about 4 foot apart. Behind them there are 2 hurricane fence posts, but are hard to see because the brush is so thick and this is a very wooded area. Once you climb through the briars and the bushes, poison ivy, fire ants and possible snakes, toward the back of this fenced area, are a few graves. There are three ST. MARY's, a HOFFPAUIR and three unmarked graves and some of the sweetest smelling gardenia bushes, about 12 feet tall. Once you hack, claw and climb your way back over the fallen trees and broken graves back to the road, you'll need to continue down the road to large gate. Once through and through several feet of more briars, bushes and poison ivy...if you will sorta squat low and slowly look through the leaves and what have you, you will start seeing more graves just scattered through this dense forest. We found 13 unmarked graves and 6 marked graves. The marked were two CARTER'S, two MILLER's, a TAYLOR and a RANDLE. I'm sure there were probably more and we just could not see them. This land was privately owned and no one but the creatures of the forest was maintaining this grave yard! The two brave souls that read this cemetery on 10 June 1997 were MARGARET MOORE and JAN CRAVEN, armed with branch cutters, brooms, boots, long sleeves, long pants, and snake boots...and so far, no sign of poison ivy!

CARTER, JASPER, b. 1 July 1922, d. 2 Aug. 1973 La S2 US Navy WWII

CARTER, JASPER JAMES "J. J.", b. 19 Mar. 1950, d. 21 May 1978

HOFFPAUIR, HAZEL, b. 18 Feb. 1911, d. 5 Dec. 1927

MILLER, BOOKER T., b. 1 Jan. 1914, d. 18 Dec. 1972 La Pfc 608 Port Co TC WWII

MILLER, LAWRENCE, b. 1 Mar. 1891, d. 25 May 1946 La Pvt. 19 REX Labor BR OMC
WWI

RANDLE, DEBBIE L., b. 5 Sep. 1955, d. 12 Jan. 1990

ST. MARY, DELIAH, b. No date, d. 27 Dec. 1937. "Mother" Joining headstone with JOSEPH
ST. MARY.

ST. MARY, FRANCE B., b. 27 July 1871, d. 27 July 1922. Next to JOSEPH and DELIAH
ST. MARY.

ST. MARY, JOSEPH, b. No date, d. 3 Oct. 1888 "Father" Joining headstone with DELIAH
ST. MARY.

TAYLOR, LUCY, b. 16 Mar. 1885, d. 10 Apr. 1958 "Mother"

(This concludes CHLOE Cemetery)

INFORMATION FROM EXCHANGES

The SWLGS exchanges periodicals with more than 70 other genealogical societies. These publications are excellent research tools and are housed at the Southwest Louisiana Genealogical & Historical Library, 411 Pujo St., Lake Charles. The following information has been gleaned from some of these periodicals

VANISHED TOWNS OF THE RIO GRANDE VALLEY tells of some early towns started during the early colonization period, including the villages of Dolores which was founded in 1750 and Casa Blancas, founded in 1776. Indian attacks, family feuds, crime, unclear land titles, ghosts, storms and isolation caused these historic settlements to be abandoned.

Genealogical Tips, Vol. XXXXIII #3 (July, Aug., Sept. 2005), Harlingen, TX

THE UNITED EMPIRE LOYALISTS OF CANADA is a group who can prove descent from certifiable Loyalists, those who "Joined the Royal Standard before the Treaty of Separation in 1783." United Empire Loyalist Day is June 19. *Genealogy Bulletin*, Issue 79 (Aug. 2005)

U. S. POSTAGE RATES help to estimate the date of a letter. The first U. S. postage stamps were issued in 1847; a 5-cent stamp paid for delivery of a letter up to 300 miles, but a 10-cent stamp was required for distances over 300 miles. Rapid advancing of the postal service reduced the rates. In 1851 to 1857, a 3-cent stamp delivered letters up to 5,000 miles, and 5-cents was charged if the letter was not pre-paid. Later, postage rates were based on the weight of the letter, not the distance. The price of postage was raised from 2 to 3 cents during the war years of 1917-1919, but after the war, Congress reduced the rate back to 2 cents. A postage rate chart can be found in the *St. Louis, MO Genealogical Society Quarterly*, Vol. 38 #3 (Fall 2005)

LOCATIONS OF ARMY RECORDS tells you the type of record and the repository for those kinds of documents. For example, claims files for military pensions for service from 1778-1916 and bounty land warrant applications based on wartime service from 1775 to 1865 can be found at Archives I Textual Reference Branch, National Archives & Records Administration, Washington, D. C. 20408. See article for other addresses.

South Genealogical Quarterly, Vol. 43 #3 (Aug. 2006), Mobile, Alabama Genealogical Society

THE BATTLE OF BAYOU LAFOURCHE took place on 27 October 1862, just before the fall of New Orleans. The Confederates, heavily outnumbered and outgunned, put up a brave fight. Taking part in the fight were soldiers from the Crescent Regiment, 18th Louisiana Infantry and others from the 33rd Louisiana Infantry and Withers battery. A list of casualties can be found in *Gumbo Roots*, Vol. 17 #4 (Dec. 2006), Westbank Genealogical Society, Harvey, LA.

ITALIANS IN LOUISIANA tells that the first Italian explorer and settler in Louisiana was Henri (Enrico) de Tonti, who accompanied La Salle on his descent of the Mississippi River. The article also names other early Italians. It tells of the Italian brigade that fought in the Civil War and gives a list of Italians who fought in the Confederate Army.

Central Louisiana Genealogical Society Quarterly, Vol. 21 #1 (Winter 2007), Alexandria, LA

A DAY WITHOUT A SMILE IS A WASTED DAY!

'ASK AND YE SHALL RECEIVE' ---QUERIES

Queries are free to members and will be printed as space permits. When you receive an answer, please acknowledge and reimburse the respondent for copies and postage. Please make all queries, clear, concise, and easily understood. Give full name of the person; the exact date, if known, or an approximate time period (ca); and a location. State exactly what information you are seeking.

PERRY, GRAY

Need information on a PERRY family in Edgerly that took in a little boy, AMOS ROBERT GRAY, possibly between 1875-1889. His father, NORRELL ROBERT GRAY, was on his way to San Jacinto, Texas. He left this child and never came back. AMOS was born in 1860. Where?

BOBBIE ROYCE GRAY, 513 John Stine Rd., Westlake, LA 70669-2819.

VICTORINE, ESCLAVON

Need information on the following people born in Louisiana: KITTY VICTORINE, Indian (1837-1870); CELISE, Indian (1845-1900); HALLADIN, Indian (1853-1904); JOSEPH ESCLAVON (1795-1860); and JACQUES ESCLAVON (1795-1860).

MARGARET WARTELL SCHUNIOR, 606 Wisconsin, S. Houston, TX 77587-4691 or e-mail EJ553006@msn.com

BATES, DAVIS, KENNEY, OVERTON

I am researching the above surnames of African American families in SW Louisiana. If you have information on these families, please contact me.

EDWIN B. WASHINGTON, Jr., 5810 Galloway Dr., Oxon Hill, MD 20745-2321 or e-mail washingtoneb@verizon.net

SINGLETON, LAUGHLIN

Looking for ancestors and birth information on GEORGE SINGLETON, Sr. (b. ca 1765, poss. S.C.; d. 15 Nov. 1828, St. Mary Par., La.; lived in Kentucky) m. 1789 or 1795 in Washington Co., Va, MARTHA LAUGHLIN (b.1769-1771, Botetourt Co., Va.; d. 1812?, Pa.?; d/o JOHN LAUGHLIN and MARY POLLY PRICE). Their sons were SIDNEY, WASHINGTON, GEORGE, WESLEY & JOHN.

NANCY SINGLETON WILLIAMS, 765 Greenfield Dr., Beaumont, TX 77713-7314 or e-mail nancywms@aol.com

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DID YOU KNOW that Oreo cookies were first sold in 1912? This was the same year that Cracker Jacks had prizes put into their packages and that SOS became the universal distress signal.

MEMBER #911

Name of Compiler POLLET, Mary
 Address 414 Louisiana Ave.
 City, State Sulphur, LA 70663
 Date March 2007

Ancestor Chart

Person No. 1 on this chart is the same
 person as No. _____ on chart No. _____.

Chart No. _____

b. Date of Birth
 p.b. Place of Birth
 m. Date of Marriage
 d. Date of Death
 p.d. Place of Death

4 MOUTON, Roche
 (Father of No. 2)
 b. 10 Oct. 1832
 p.b. Lafayette, La.
 m. 3 Feb. 1858
 d. 21 Jan. 1907
 p.d. Lafayette, La.

2 MOUTON, John Roche
 (Father of No. 1)
 b. 2 Nov. 1882
 p.b. Carencro, La.
 m. 20 Feb. 1906
 d. 8 Aug. 1965
 p.d. Lafayette, La.

5 LATIOLAIS, Marie Emelie
 (Mother of No. 2)
 b. 30 May 1838
 p.b. St. Martin Par., La.
 d. 28 Nov. 1916
 p.d. Lafayette, La.

1 MOUTON, Marie Gladys

b.
 p.b.
 m.
 d.
 p.d.

POLLET, Thomas III

6 DUGAS, Gabiel
 (Father of No. 3)
 b.
 p.b.
 m. 1 Feb. 1877
 d.
 p.d.

3 DUGAS, Elise
 (Mother of No. 1)
 b. 22 Sep. 1888
 p.b. Lafayette Par., La.
 d. 19 Jan. 1970
 p.d. Lake Charles, La.

7 GUIDROZ, Clemence
 (Mother of No. 3)
 b. 14 Feb. 1857
 p.b.
 d.
 p.d.

(Spouse of No. 1)

b. d.
 p.b. p.d.

8 MOUTON, Louis Valsin
 (Father of No. 4)
 b. 7 Feb. 1812
 p.b. St. Martin Par., La.
 m. 19 Sep. 1829
 d. 6 Nov. 1867
 p.d. Lafayette, La.

9 DUGAS, Marie Carmelite
 (Mother of No. 4)
 b. 25 Sep. 1810
 p.b. St. Martin Par., La.
 d. 25 Mar. 1890
 p.d. Lafayette, La.

10 LATIOLAIS, Pierre Alexandre
 (Father of No. 5)

b.
 p.b.
 m.
 d.
 p.d.

11 MOUTON, Marie Emelia
 (Mother of No. 5)
 b. 29 Oct. 1816
 p.b. St. Martin Par., La.
 d. 24 Jan. 1890
 p.d. Lafayette Par., La.

12 DUGAS, Moise

(Father of No. 6)

b.
 p.b.
 m.
 d.
 p.d.

13 MOUTON, Marie Alida
 (Mother of No. 6)

b. 25 May 1840
 p.b.
 d.
 p.d.

14 GUIDROZ, Evariste

(Father of No. 7)

b.
 p.b.
 m. 8 July 1856
 d.
 p.d.

15 BRAUD (BREAUX), Alzine
 (Mother of No. 7)

b.
 p.b.
 d.
 p.d.

16 MOUTON, Joseph
 b. 17 Jan. 1791 (Father of No. 8,
 Cont. on chart No. _____)
 m. 7 Jan. 1809
 d. 14 Aug. 1835
 17 ARCENEUX, Marie Cidalise
 (Mother of No. 8,
 Cont. on chart No. _____)
 b. 5 Jan. 1794
 d. 7 Oct. 1842

18
 b. (Father of No. 9,
 Cont. on chart No. _____)
 m.
 d.

19
 b. (Mother of No. 9,
 Cont. on chart No. _____)
 d.

20
 b. (Father of No. 10,
 Cont. on chart No. _____)
 m.

21
 d. (Mother of No. 10,
 Cont. on chart No. _____)
 b.
 d.

22 MOUTON, Joseph
 b. 17 Jan. 1791 (Father of No. 11,
 Cont. on chart No. _____)
 m. 7 Jan. 1809

d. 14 Aug. 1835
 23 ARCENEUX, Marie Cidalise
 (Mother of No. 11,
 Cont. on chart No. _____)
 b. 5 Jan. 1794
 d. 7 Oct. 1842

24
 b. (Father of No. 12,
 Cont. on chart No. _____)
 m.

25
 d. (Mother of No. 12,
 Cont. on chart No. _____)
 b.
 d.

26 MOUTON, Cyprien
 b. 11 Mar. 1810 (Father of No. 13,
 Cont. on chart No. _____)
 m. 22 Dec. 1833

d. -- Feb. 1846
 27 DUGAS, Sidalise Elizabeth
 (Mother of No. 13,
 Cont. on chart No. _____)
 b. 5 Sep. 1819
 d.

28 GUIDROZ, Valerian
 b. 24 Nov. 1803 (Father of No. 14,
 Cont. on chart No. _____)
 m.

d. (Mother of No. 14,
 Cont. on chart No. _____)
 29 DAVID, Clemence
 b.
 d.

30 BRAUD, Francoise Terrance
 b. (Father of No. 15,
 Cont. on chart No. _____)
 m.

d. (Mother of No. 15,
 Cont. on chart No. _____)
 31 DUGAS, Louise
 b.
 d.

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