



NEWS

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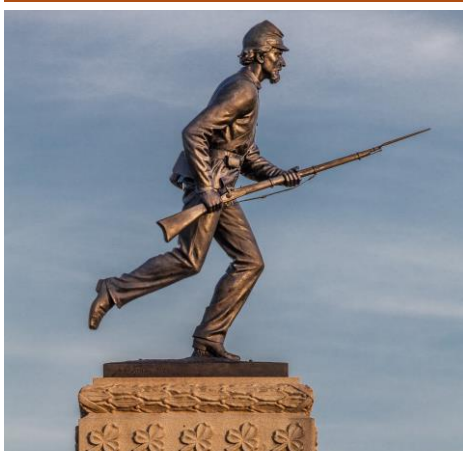
OUR MAY MEETING – 5/18/2021

“The Infamous Dakota War Trials of 1862: Revenge, Military Law and The Judgment of History”

John Haymond

The military commission trials that took place in the immediate aftermath of the US-Dakota War of 1862 remain an intensely controversial element of Minnesota’s most devastating conflict. The grim details of those proceedings –the frequently cursory nature of the 392 trials and the secrecy under which they were conducted; the total lack of defense counsel for the Dakota defendants; the 303 death sentences; the 38 men hanged on a single gallows in Mankato – have led many modern observers to conclude that the trials, executions, and subsequent expulsion of Dakota people from Minnesota were appalling injustices. The prevailing view also holds that Colonel Henry H. Sibley never had the necessary authority to convene the military court in the first place. Historian John A. Haymond examines the US-Dakota War and the military commission trials from the essential perspective of 19th century military law and reaches several surprising conclusions that directly challenge many long-held interpretations of this history.

John A. Haymond is a conflict historian who studies the history of military law and social justice issues. He has a BA in history from the University of Minnesota Duluth, an MSc in history from the University of



First Minnesota Monument at Gettysburg

Edinburgh, Scotland, and is working on a PhD based on his research on the Dakota War trials. He is the author of three books: *The Infamous Dakota War Trials of 1862: Revenge, Military Law, and the Judgment of History* (McFarland & Co, 2016); *The American Soldier, 1866-1916: The Enlisted Man and the Transformation of the United States Army* (McFarland & Co, 2018); and *Soldiers: A Global History of the Fighting Man 1800-1945* (Stackpole Books, 2018). His fourth book, a study of the 1917 Houston Mutiny and courts-martial, a case that resulted in the largest mass execution of American soldiers in U.S. history, is currently underway. His work has been published in scholarly journals both in the United States and Great Britain, and he writes a regular feature about the history of the laws of war for *Military History Quarterly*. He served twenty-one years in the U.S. Army and currently resides in Washington, where his wife is an Army medical officer at Joint Base Lewis McChord.

STEVEN SCHIER'S CIVIL WAR TRIVIA QUESTION OF THE MONTH:

What famous Civil War battle fought fifty miles from Washington, DC, has a Native American name?

(See the last page for the answer)

THIS MONTH IN CIVIL WAR HISTORY – MAY

12 th	1864	Confederate Gen. J.E.B. Stuart dies.
12 th	1865	Skirmish at Palmito Ranch, Texas. The last engagement of the Civil War.
13 th	1861	U.S. Troops occupy Baltimore, Maryland
13 th -15 th	1864	Battle of Resaca, Georgia
15 th	1862	Battle of Drewry's Bluff, Virginia
17 th	1863	Battle of Big Black River Bridge, Mississippi
23 rd	1864	Battle of North Anna River, Virginia
23 rd -24 th	1865	Grand Review of Union armies in Washington, D.C.
24 th	1861	Federal Troops seize Alexandria, Virginia
25 th	1864	Battle of New Hope Church, Georgia
27 th	1864	Battle of Pickett's Mill, Georgia
29 th - 30 th	1862	Confederates evacuate Corinth, Mississippi

CIVIL WAR BIRTHDAYS – MAY

1st	1807	Maj. Gen. John Bankhead Magruder C.S.
3 rd	1816	Union Quartermaster General Montgomery Meigs
9 th	1800	Abolitionist John Brown
16 th	1801	U.S. Secretary of State William Seward
16 th	1824	Gen. Edmund Kirby Smith C.S.
23 rd	1824	Maj. Gen. Ambrose Burnside U.S.
31 st	1837	Maj. Gen. William Fitzhugh Lee C.S.

SUMMER READING SALE AT OUR MAY 2021 MEETING!

We received a large amount of Civil War books from an estate. Join us at 5:30 on May 18th.

*****3 books for \$5*****

Carol VanOrnum

JOIN OUR FACEBOOK GROUP

Are you on Facebook? If so, please consider joining our Civil War Round Table - Twin Cities Group. On our Group page you will find posts shared from some of the best Civil War history organizations in the county including the American Battlefield Trust, Civil War Chronicles and Emerging Civil War. As a group member you can post and share any Civil War related items (photos, stories, questions) you wish. If you are already on Facebook, make sure you the search for our group and ask to be a member.

MEET THE CWRT CONGRESS

By Mike Movius, Founder and President

With the loss of nearly 70 Civil War Round Tables (CWRTs) in the past decade, it became abundantly clear that the movement that once boasted close to 500 CWRTs worldwide was in jeopardy. In 2016, Mike Movius, the president of the Puget Sound CWRT wanted to understand how that could be prevented. From that humble beginning, the CWRT Congress was born.



Since that time, we have held conferences in Centreville, VA, Harrisburg, PA and St. Louis, MO. Our conferences seek to inform CWRT members about practices that have proven successful in the areas of program development, fundraising, preservation, marketing, recruitment, governance, culture, partnerships and a host of other organization development areas. We also encourage networking with one another to better understand how CWRTs can succeed.

CWRT Congress does not have memberships. We do not charge dues of any kind. We are a registered 501(c)3 and rely on voluntary donations of those who want the CWRT movement to thrive. We are all about CWRT sustainability. Our motto is *Improvement through Education and Networking*. Our website is loaded with proven practices that CWRTs and their leaders should consider. www.cwrtcongress.org/proven.html

When the pandemic hit in the first quarter of 2020, we knew that CWRTs were going to be unable to meet for some time. Our fear was this was an existential threat as members would lose interest and that CWRTs would fail. So, we began to offer free, online Civil War lectures. The response has been overwhelming. Speakers have donated their time and talents because they believe in the movement. Watch them at www.cwrtcongress.org/videos.html

Reservations for upcoming events can be made at www.cwrtcongress.org/speaker.html We also have a living historian series called “Fridays with Grant” by Dr. Curt Fields www.cwrtcongress.org/grant.html

Our 2021 conference will be held in the Philadelphia area September 17-19. We have a great lineup includes workshops on board organization, member retention, mission statements, the new normal, newsletter improvement, managing organizational change, changing organizational culture, meaningful partnerships, writing press releases, the sister CWRT connection, succession planning and targeted recruitment. Registration opens in July and we hope to meet you there.

The Soda Express and Zillah by Bob Svacina

One area of the Civil War that I have focused on is the Army of the Tennessee, especially if General Grenville M. Dodge was present. After General Sherman died on February 14, 1891, General Dodge became the president of the Society of the Army of the Tennessee. Initially Grenville Dodge headed up the New York City General Sherman Statue Committee. Ultimately, William E. Dodge, Jr. of the Phelps Dodge Corp. took over the New York City statue committee. William Dodge, Jr. was somewhat immune to the 1893 Panic because he was the copper king of the Western Hemisphere as the world electrified. Grenville Dodge then headed up the General Sherman Statue Committee that resulted in the statue that is now between the Whitehouse and the Treasury Building in Washington DC.



New York City



Washington DC

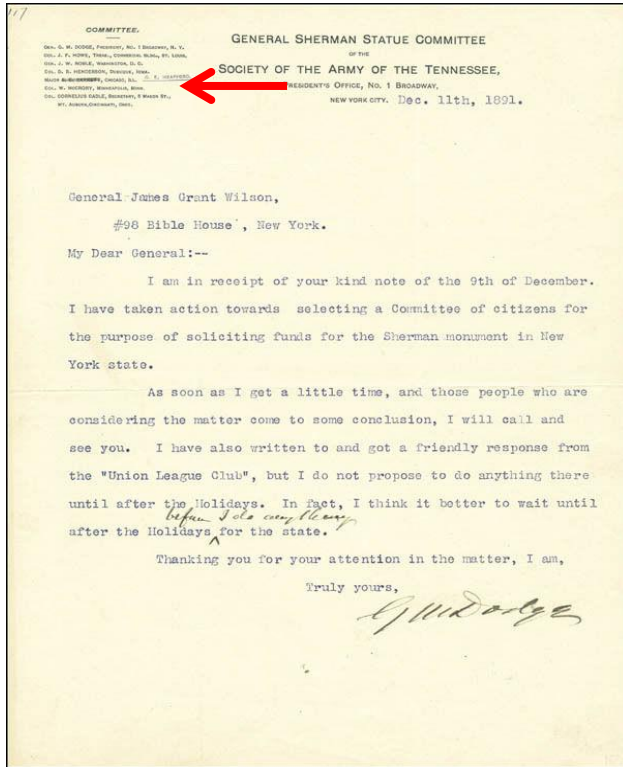
The New York City Sherman statue would have the three Dodges involved. William E. Dodge, Jr., hired sculptor Augustus St. Gaudens to create the statue. General Grenville Dodge was head of the Grand Army of the Republic, New York City post and was responsible for the land that the statue sits on. William de Leftwich Dodge, the famed painter, was having an affair with Hettie Anderson. She is the beautiful model representing Nike, holding the palm frond marching to victory in front of the equestrian Sherman as he calmly, in full command, controls his excited horse.

Notes - New York statue: Hettie's arms are really that long and the granite base is Stoney Creek, the same as Statue of Liberty.

Notes - Washington DC statue: Dodge wanted the Army of the Tennessee to also be recognized and it is. He overruled the National Sculpture Society recommendations and chose sculptor Carl Rohl-Smith. Carl died shortly after the contract was awarded. Several members of Congress then wanted to award the contract to others. Dodge with his insider influence gave the contract to Carl's wife Sara.

One of the members of General Grenville Dodge's Sherman statue committee was Captain William McCrory of Minneapolis, Minnesota. If you had the original letter you could see his name, the sixth down on committee members on this letter from Dodge to General James Grant Wilson. Wilson served in the west: Arkansas, Mississippi, and Louisiana. Captain McCrory was an officer in the 7th Independent Company of Sharpshooters of Ohio. The 7th was primarily an escort "bodyguard" unit. They served Generals Rosecrans, Thomas, and last Sherman. I don't know when the 7th got the Spencer Repeater but they had them under Sherman.

Captain McCrory was a railroader and wrote *Early Life and Personal Reminiscences of General W. T. Sherman*. In the mid-1870s he moved from Ohio to Minneapolis. Chances are really good he knew General John W. Sprague who served under Dodge at the Battle of Atlanta and got a Metal of Honor for the fight he put up at Decatur, Georgia against General Wheeler.



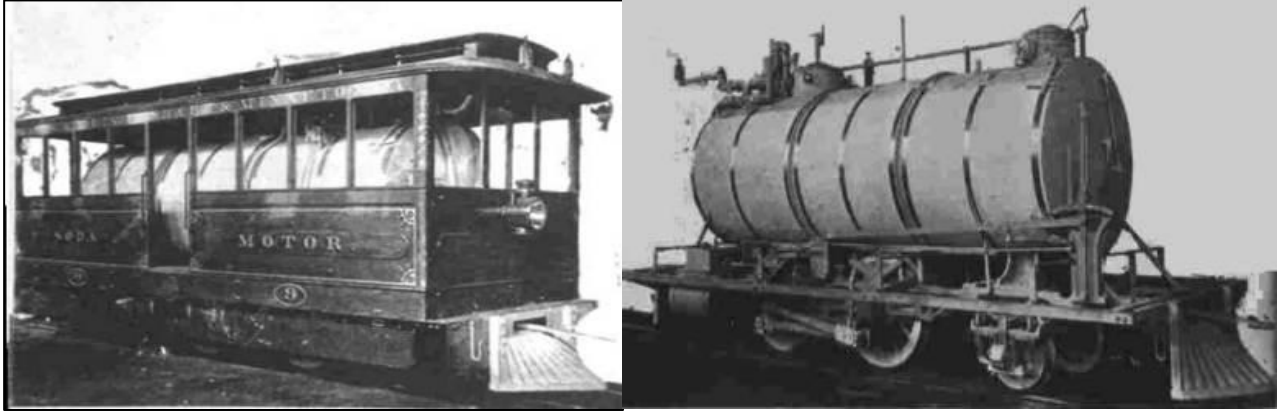
Letter from Dodge to Wilson

Captain William McCrory

Sprague built the Winona and St Paul Railroad. Then Sprague became the Western Division Manager of the Northern Pacific Railway and founded Tacoma, Washington.

Captain William McCrory stayed in Minneapolis and built his own railroad. It wasn't big but it was the talk of the town. The company was formed June 19, 1878, as the Lyndale Railway Company. By 1879 it ran from First Avenue and Nicollet to Lake Calhoun, then on to Lake Harriet. In 1882 it was extended to the city to Excelsior. It was then called Minneapolis, Lyndale & Minnetonka Railway Company.

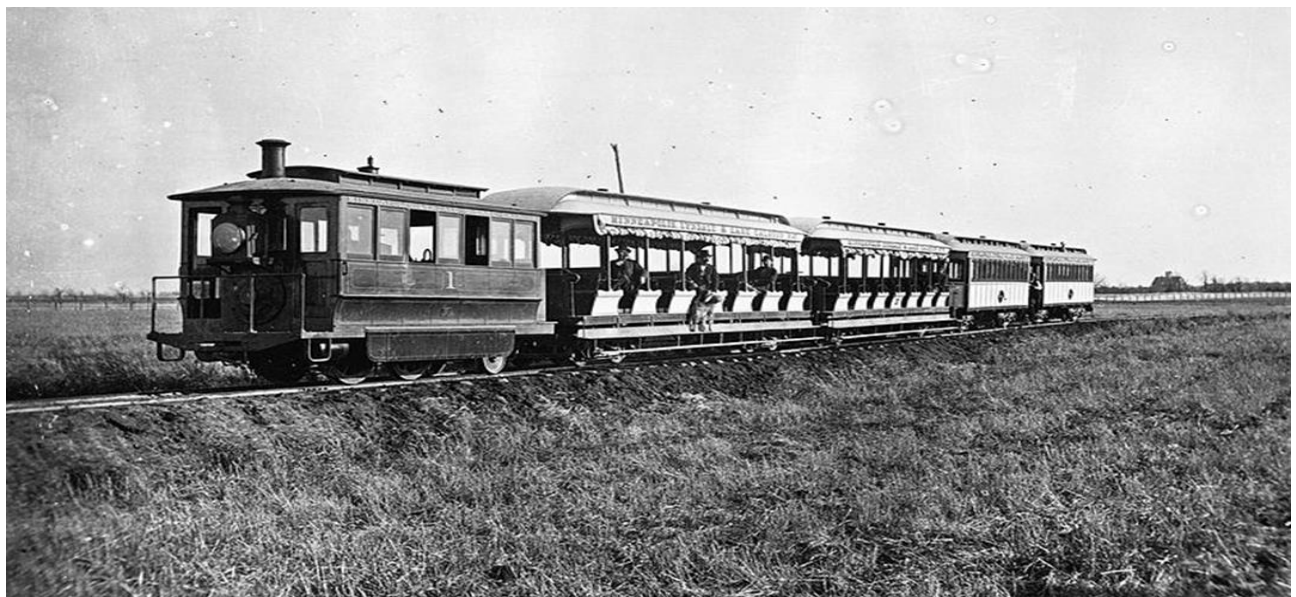
The railroad was a narrow gauge track at 3 feet and the first engine were small steam engines burning coal until the end of 1885. There were complaints of the coal burners on the city streets and on December 31, 1885 the system was switched to Van Depoele Electric Locomotives. The electric system and maintenance was unsatisfactory for the Minnesota weather from the beginning and by the spring of 1886 William McCrory signed a contract with Baldwin Locomotive of Philadelphia for four Soda Locomotives.



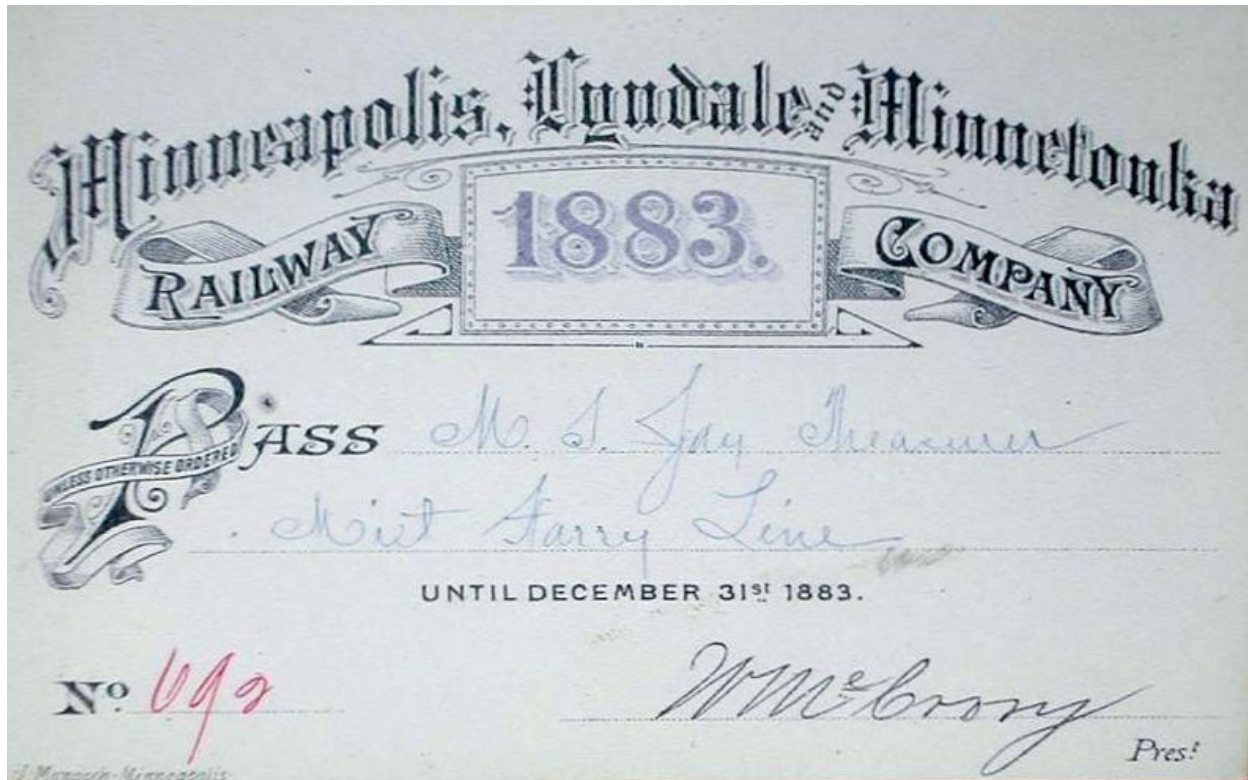
2-4-0 Baldwin Soda Locomotive

The Lake Minnetonka run was the only somewhat successful usage of Soda Locomotives in the United States. A few were tried on the New York City's elevated system. Usage in Germany was limited but more than the US.

The Soda Motor is actually pretty simple. One tank/boiler contains five tons of sodium hydroxide also called caustic soda. Another tank has water. While still at the station for the first run of the day, a small coal fire is started to build up steam to be injected into the sodium hydroxide. Once the steam hits the sodium more heat is generated and more water is turned to steam. Then the coal fire is no longer needed and it runs like a typical steam engine with steam driving pistons



The Soda Express highballing it somewhere west of St. Louis Park



A full years pass to ride the MLM RR

Now that Captain McCrory had good transportation to Lake Minnetonka with his Soda Express, he invested in a cruise boat for the lake. The boat was built at the Iowa Iron Boat Works of Dubuque, Iowa for \$10,000. It came up the Mississippi, then up the Minnesota River and at some place probably around today's Highway 169 where it crossed the Minnesota it was brought ashore, stripped as much as possible then pulled overland to most likely Gray's Bay on Lake Minnetonka.

The boat didn't do well. It had a draft of over three feet and had a list. But it could hit 16 mph. The level of Lake Minnetonka fluctuates widely long before we could contribute nature's inconveniences to something man did. The draft was the killer shoreline problem, but McCrory got the list fixed. The locals called the boat The Useless or McCrory's Folly.



The Zillah on Yellowstone Lake

In 1888 William McCrory gave up on the boat and sold it to E. C. Waters, the primary concessionaire for Yellowstone Park for \$20,000. It was somehow cut into three pieces and hauled to Yellowstone. For some reason E. C. Waters got into a spat with Thomas Fletcher Oakes, the president of the Northern Pacific. The Northern Pacific should have been a carrier but wasn't. In an immature gesture E. C. Water re-christened the old iron tub after Thomas Oates' daughter Zillah Oakes. Zillah, the boat, was a hit on Yellowstone Lake and a must if one stayed at the Yellowstone Lake Hotel.

By the early 1920 the boat had seen its better days. Some say it was towed out to the center of lake and sunk and now there are ghost ship tales that go along with its former fame and the passing of the real Zillah.



Zillah Oakes

Besides the cruise boat ungraciously named for Zillah Oakes, so was the town of Zillah, Washington. Supposedly, according to legend, when visiting the area, she would not stop crying until daddy name the town Zillah. She was 19 years old.

William McCrory was still living in Minneapolis when General Grenville Dodge formed the statue committee in 1891. McCrory had sold the MLM RR to James J Hill. In 1892 or 1893 he moved back to his boyhood home area of Mansfield, Ohio and died there in 1893. He is buried in the Mansfield Cemetery next to his second wife, Mary Brinkerhoff McCrory.

STEVEN SCHIER'S TRIVIA QUESTION ANSWER:

Antietam

CONTACT US:

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<https://tccwrt.com/>

Can you contribute to a future newsletter? Writers are wanted to submit Civil War related articles to this newsletter.

Please submit your drafts to Bruce Cooper: earlofbruce@hotmail.com