



Official Newsletter of the Michigan Company of Military Historians & Collectors

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“I don't know what the weapons of World War III will be like, but I do know what they will fight World War IV with. Rocks. Albert Einstein, 1949

“The Afghan war is now considered by many to be an ‘eonic struggle,’ that is, one not expected to end for generations... Unidentified Pentagon spokesperson

“In war, no one wins or loses. There is only destruction. Only those who have never fought like to argue about who won or lost.” Bao Ninh, author and former NVA soldier

“I don't see why we need to stand by and watch a country go communist because of the irresponsibility of its people.” Secretary of State Henry Kissinger commenting on the election of Salvador Allende as president Chile in 1979

Our October speaker is Lt. Jim DeVoss USAF (ret). On his 71st mission his F-105 was shot down over northern Laos on June 16, 1969. Jim ejected but sustained serious injuries. He was rescued by an Air Force helicopter and its PJ but spent 3 years in hospital, recovering.

MEETINGS take place the second Monday of every month at the **Downtown Holiday Inn**, 310 Pearl NW, Grand Rapids, MI 49504 (616) 235-7611. Socializing begins at 6:00 (1800 hrs), dinner at 7:00 (1900 hrs), business meeting 7:15 (1915 hrs), and program at 8:00 (2000 hrs). Ample free parking available

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- Author and historian Doug Stanton has just released a new book, “The ODYSSEY of Echo Company”. It tells about an Army recon company during the Battle for Hue, 1968. A must read
- 2017 Open Mess Invitation and Reservation form can be found on page 11 and 12
- Those who watched Ken Burns’ PBS Series on Vietnam are asked to send your comments to the editor of **The Cannon Report** <kuziaks@me.com> No response will be published without permission and you can reply anonymously.

The editorial opinions and articles in **The Cannon Report** do not represent any official position of the Michigan Company of Military Historians and Collectors (MCMH&C) only the opinions of the editor. The MCMH&C is a non-partisan, non-ideological association. All members are welcome to submit material,

The Rats

You'll never look at Rats the same way again. Throughout the world, places that have been involved in war and/or civil strife often have large minefields that still need clearing. In 2013, it was estimated that there was a global average of around nine mine-related deaths every day. The situation is especially dire in Africa.

Typically, clearing a minefield involves men in body armor walking in very precise lines with metal detectors. Anything (from a rusty nail to an old ammo cartridge) that sets the detectors off must be investigated before moving on. A new method of bomb detection using rats, however, is flipping this process on its head. A Belgian NGO called APOPO has developed a way to train African pouched

rats (named for the storage pouch in their cheeks) to sniff out bombs quickly and safely. They used this rat because it has an incredibly fine-tuned sense of smell and a long lifespan (8-9 years) to yield returns on the nine months of training they undergo. They're called Hero Rats, and NOT ONE has died in the line of duty since the program started in 1997. The average mine requires 5 kg (roughly 11 pounds) of weight to trigger an explosion, but even the biggest of these rats are only around 1.5 kg (3.3 pounds).

Since they're trained to sniff out explosives exclusively, they aren't distracted by other metal objects the way human minesweepers are. They can effectively search 200 square meters in less than 20 minutes. A team of

humans would need around 25 hours to do the same job. Since they're in the African sun a lot, the Hero Rats get sunscreen to keep them cancer free. If a rat does get cancer, it receives full medical treatment. The rats are "paid" in avocados, peanuts, bananas and other healthy treats. After about 4-5 years on the job (or whenever they lose interest in working), they're allowed to retire. Retirement consists of eating all the tasty fruit their little hero's heart desires.

*Thanks to member Jay Stone for submitting this story to **The Cannon Report***



Burial At Sea 72 years ago.

Here's footage you'll see only once in a lifetime. Just imagine being there to witness it! Tough times, tough people! Here's a sea burial you may not have read about : Loyce Edward Deen, an

Aviation Machinist Mate 2nd Class, USNR, was a gunner on a TBM Avenger.



On November 5, 1944, Deen's squadron participated in a raid on Manila where his plane was hit multiple times by anti-aircraft fire while attacking a Japanese cruiser. Deen was killed. The Avenger's pilot, Lt.; Robert Cosgrove, managed to return to his carrier, the *USS Essex*. Both Deen and the plane had been shot up so badly that it was decided to leave Deen in the plane. It is the only time in U.S. Navy history (and probably U.S. military history) that an aviator was buried in his aircraft after being killed in action. A famous Avenger aviator was Paul

Newman, who flew as a rear gunner. He had hoped to be accepted for pilot training, but did not qualify because he was color blind. Newman was on board the escort carrier *Hollandia* roughly 500 mi (800 km) from Japan when the *Enola Gay* dropped the first atomic bomb on Hiroshima.

To view this video, click on the link below or copy and paste to your browser. Thanks to MCMH&C member John Bornhofen for contributing this information.

<http://loycedeen.webstarts.com/uploads/GoingHome.mp4>

Arctic Convoys

When Germany invaded the Soviet Union during World War II, Great Britain acquired an unusual and precarious ally. The Soviet alliance was unusual because Britain wasn't in favor of communism, but British Prime Minister Winston S. Churchill didn't want the growing Nazi offensive to extend its reach farther than it already had. "The story begins in June 1941, when over 3 million German troops stormed into the USSR," said Jeremy Clarkson, who hosted the BBC documentary "PQ-17: An Arctic Convoy Disaster." "It was the largest invasion in the history of warfare."

The Soviet alliance was also precarious because of the almost 2,500 nautical miles between Britain and the Soviet Union, whose industry had been disrupted by the Nazi invasion. The distance proved problematic in sending aid to help the beleaguered Soviets, yet Churchill believed both Britain and the United States should supply them because they shared a common enemy, and because not doing so could have meant fighting a war on British or U.S. soil. Though the U.S. hadn't yet formally joined the Allied war effort, it pledged support, and the countries came to an informal aid agreement known in the U.S. as the Lend-Lease program. But with a shortage of Soviet ships to provide transportation, the task of getting much-needed supplies to the front lines fell largely on British and American naval assets. This proved to be no easy feat. Axis powers controlled the Mediterranean Sea, and attempting to sail through to the Black Sea was not an option. To make matters worse, the less treacherous of the two remaining routes went through Iran and measured approximately 13,000 miles.

"The only realistic solution was to go around the top of German-occupied Norway, through the freezing, dreadful, violent Arctic Ocean into Murmansk or Archangel," Clarkson said. "This would only take about 10 days, but, as Churchill conceded, it would be the worst journey in the world." An experimental convoy of seven ships first made the "Murmansk Run" in late August 1941. Although the convoy was hurriedly assembled, all seven made it without incident. British and American representatives eventually agreed to furnish all the aircraft, tanks and other supplies the Soviets deemed necessary for war. Following several successful convoys, all subsequent northbound groups were designated "PQ," while southbound returning groups were designated "QP." By February 1942, only one ship out of 12 PQ and QP convoys had been lost to a U-boat attack. More than 2,300 vehicles, 800 aircraft, 750 tanks, and 100,000 tons of ammunition and raw materials made their way safely to the Soviet Union. Morale was high for Allied naval assets, but that changed when later convoys began to encounter more Nazi opposition.

After several successful British commando raids along the Norwegian coast, Adolf Hitler had become convinced an eventual Allied invasion would come from Norway. "He believed that if the Western Allies were successful in capturing Norway, they would be able to supply the Soviet Union regularly, thereby posing a serious threat to the German northern front," Dr. Milan Vego, a professor at the U.S. Naval War College, wrote in The Destruction of Convoy PQ17. "At a meeting with [Adm. Erich] Raeder on 22 January, Hitler stated that, from the latest information, Britain and the United States were planning to attack northern Norway. If successful, this would decisively influence the war. In Hitler's view, every German heavy surface ship that was not in Norway was in the wrong place."

In January 1942, the battleship *Tirpitz* became the first German ship to arrive in the Norwegian fjords, followed by the cruiser *Admiral Hipper*, the pocket battleships *Admiral Scheer* and *Ltzw*, and several destroyers. Hitler later realized the importance of the supply flow to the Soviets, and made it his mission to make the convoy trips as costly as possible. He had a surface force ready to counteract any invasion attempt, and more than 260 Luftwaffe aircraft and 30 U-boats. Nevertheless, Allied forces formed their largest convoy yet to sail for Murmansk and Archangel toward the end of June 1942. "Code-named PQ-17, it was the largest that had ever sailed. It was also the first significant Anglo-American operation of the war," said Clarkson. With more than 4,000 trucks and trailers, 300 aircraft, 600 tanks, and 150,000 tons of ammunition and raw materials, PQ-17 was poised to outfit a force in excess of 50,000. Thirty-five cargo ships, mostly American, but also British, Russian, Panamanian and Dutch, left Reykjavik, Iceland, June 27, 1942.

Six destroyers and 15 other armed vessels escorted them, along with a cruiser force consisting of two British and five American ships that sailed 40 miles to the north of the convoy. For an added element of security, an even more formidable group of surface combatants trailed 200 miles behind PQ-17. It consisted of 17 British and two American ships, and included the battleships *USS Washington* and *HMS Duke of York* and the aircraft carrier *HMS Victorious*. Once underway, one ship ran aground and one turned back due to engine trouble. Still, the others maintained their northerly journey at a blistering seven to eight knots. Unaware it was being shadowed closely by U-boats, PQ-17 seemed to have luck on its side when a dense fog rolled in behind an icy polar wind on July 2. Though visibility was restricted, the ships' crews felt more comfortable knowing the enemy couldn't see them. Unfortunately, they couldn't see the enemy either. When the fog lifted that afternoon, a German reconnaissance plane appeared in the skies above. Seven Heinkel He-115 torpedo bombers followed, but accurate anti-aircraft fire destroyed two planes, and remaining bombers retreated.

During subsequent Luftwaffe attacks over the next 24 hours, the American merchantman *Christopher Newport* was crippled and had to be abandoned. Merchant vessels *Navarino* and *William Hooper* also sustained irreparable damage and sank, while the crew of the Soviet tanker *Azerbaijan*

was able to control torpedo damage and eventually make port. Despite the losses of three ships, the crews remained confident in their ability to complete the run to Murmansk and Archangel.

British Adm. Sir Dudley Pound was the Allied commander overseeing PQ-17's progress from London. According to Clarkson, Pound was suffering from a brain tumor that had been diagnosed three years earlier, one that likely clouded his judgment and affected his ability to lead, which became evident on July 3. He later suffered two strokes and died, Oct. 21, 1943. From British intelligence, codenamed "Ultra," Pound received reports that indicated *Tirpitz* was underway and moving in the direction of PQ-17. He determined the Nazi warship and its battle group were assuming a strike position while closing in at high speed, which prompted an emergency meeting with his operational staff. Pound asked each of his officers what action they recommended the convoy take: maintain course or disperse. Every officer advised against dispersal but one. And the vice chief of the naval staff, Vice Adm. Sir Henry Moore, didn't actually recommend dispersal, only suggested that if it was agreed upon, the decision should be made quickly because the ships would need to avoid the nearby sea ice.

"But Pound still wasn't sure," said Clarkson. "Apparently, he leaned back in his chair and closed his eyes for such a long time [that] everyone at the table assumed he'd fallen asleep. Eventually, he opened his eyes and said he'd made up his mind. Because neither the American nor the British cruisers were powerful enough to take on the *Tirpitz*, they should turn around and come home as quickly as possible." After a series of three rapid messages, escort commanders learned they were to withdraw their warships westward at high speed and the convoy was to scatter, leaving PQ-17 without protection. "The captain called all of the officers who were off watch into the mess room and said, 'We have an order to disperse the convoy,'" Alan Harvie, an engineer aboard *SS Honomu*, said in an oral history. "Well, immediate disbelief, because here we had the strongest assortment of protective ships up to that time."

About 12 hours later, in the early hours of July 5, *Honomu* was torpedoed and went down in six minutes. "I was sitting on the work bench," recalled Harvie, "and this horrible noise - Actually, I don't remember a noise. I just remembered this huge shock. Your ears sort of came in and came out, and I thought, 'Oh, my, we've been hit!' And then a feeling of great relief, 'I'm not dead!' "We were all in a state of shock. I mean, all this racket, and getting in the boat, and the whole thing - seeing the ship go down. All you could see were these huge piles of powered eggs and dehydrated potatoes floating around, and all the sea birds sitting on top of them, pecking away. It was a real feast for them. So we were just looking around to see what was going on, and all of a sudden we were aware there were three submarines coming at us."

Some 12 other American ships and a British freighter also sank, and over the three days that followed, another five ships shared the same fate. *Winston Salem* was intentionally beached, and on July 10, German planes eliminated *Hoosier* and *El Capitan* just southeast of Murmansk, a mere 100 miles from safety. Meanwhile, *Harvie* and other *Honomu* survivors spent 13 days in life boats in the freezing ocean until they were rescued, sleeping and rowing in four-hour shifts, drinking just half a pint of fresh water a day. At one point, they were almost capsized by a pod of killer whales. "It was cold," he remembered. "It's a mental adjustment. You know that you don't have much of a chance. You drift into a melancholy attitude. There's no humor involved. Stark reality." "You don't even drift to the dimension of death. You accept it. There's not much you can do about it. There was no drama here. This was stark, staring despair. And you accepted it," said Harvie.

In total, 11 of 35 merchant ships made the trip to Murmansk or Archangel safely, the last of which arrived July 28. Fourteen American ships were among those lost, taking with them about 3,350 vehicles, 430 tanks, 210 planes, and an estimated 100,000 tons of ammunition and raw materials. More than 120 merchantmen perished, and financial losses were estimated above \$500 million.

Churchill said it was "one of the most melancholy naval episodes in the whole of the war." According to an article written by Raymond A. Denkhous for the **World War II** magazine, the Allies learned their lesson after PQ-17. They developed new and improved convoy defensive tactics that helped ensure the Nazi offensive never achieved complete success. Allied forces assigned greater numbers of escort ships following the tremendous losses of PQ-17, and used radar, sonar and improved weaponry to ensure merchantmen were better protected.

When PQ-18 sailed in the fall of 1942, for example, the convoy was protected by a total of 53 warships, including the aircraft carrier *HMS Avenger*, which provided air support. More than 40 merchant ships and naval auxiliaries continued the effort to aid the Soviet Union, and although 13 ships were sunk by Nazi sea and air attacks, Allied forces considered that convoy successful, and continued to provide support. Soviet convoys continued until the end of World War II. In total, almost 4 million tons of supplies helped them fend off the Nazis at a cost of 105 Allied ships and approximately 3,000 lives. Towards the end of the war the material significance of the supplies was probably not as great as the symbolic value hence the continuation—at Stalin's insistence—of these convoys long after the Soviets had turned the German land offensive



ARMS FOR RUSSIA . . . A great convoy of British ships escorted by Soviet fighter planes sails into Murmansk harbour with vital supplies for the Red Army.

The Arctic route was the shortest and most direct route for lend-lease aid to the USSR, though it was also the most dangerous. Some 3,964,000 tons of goods were shipped by the Arctic route; 7% was lost, while 93% arrived safely. This constituted some 23% of the total aid to the USSR during the war. Other routes used for the passage of goods were the Persian Corridor and the Pacific Route.

The Persian corridor was the longest route, and was not fully operational until mid-1942. Thereafter it saw the passage of 4,160,000 tons of goods, 27% of the total. The Pacific route opened in August 1941, but was affected by the start of hostilities between Japan and the US; after December 1941, only Soviet ships could be used, and, as Japan and the USSR observed a strict neutrality towards each other, only non-military goods could be transported. Nevertheless, 8,244,000 tons of goods went by this route, 50% of the total.

A branch of the Pacific Route began carrying goods through the Bering Strait to the Soviet Arctic coast in June 1942. From July through September small Soviet convoys assembled in Providence Bay, Siberia to be escorted north through the Bering Strait and west along the Northern Sea Route by icebreakers and Lend-Lease Admirable class minesweepers. A total of 452,393 tons passed through the Bering Strait aboard 120 ships. Part of this northern tonnage was fuel for the airfields along the Alaska-Siberia

Air Route. Provisions for the airfields were transferred to river vessels and barges on the estuaries of large Siberian rivers. Remaining ships continued westbound and were the only seaborne cargoes to reach Archangel while JW convoys were suspended through the summers of 1943 and 1944. The JW designation replaced the PQ nomenclature after December, 1942. Article from **All Hands**, written by *Mass Communication Specialist 2nd Class Jackie Hart, Defense Media Activity*.

Galvanized Yankees

Between September, 1864 and November, 1866 some 6000 Americans served as outpost guardians for the nation that at one time or another each had sought to destroy. They were known as the Galvanized Yankees, former soldiers of the Confederate States of America, who had worn gray or butternut before they accepted the blue uniform of the United States Army in exchange for freedom from prison pens where many had endured much of the war. Sent to the Western frontier so they would not meet their former comrades in battle, they now had a new enemy, the Plains Indians.

Officially known as the United States Volunteers, they comprised six regiments recruited from prisons at Point Lookout, Maryland, Camp Chase, Ohio, Rock Island, Illinois and Camp Douglas, just outside of Chicago, Illinois. Some were foreign-born, Irish and German predominating; some were native stock from the hill country of Tennessee, North Carolina and Kentucky; a few were from the Old South plantation country, from Virginia to Louisiana. Each man had their own reason for choosing this dubious route to freedom. Many became desperate from many months of dreary, ignominious confinement, watching comrades die by the hundreds in prison hospitals. Others had a determination to survive by any means: disillusionment with the war; a genuine change of loyalty that was as emotional as a religious conversion; or a secret vow to desert at the first opportunity. Although the desertion rate was slightly higher (14% vs. 13%) for Union state volunteer regiments. However, when the Civil War ended in April, 1865 the desertion rate on the Western frontier ran to almost 50%.

By 1864 thousands of Union soldiers were nearing the end of their three-year voluntary enlistments, and draft calls were causing riots in Northern cities. Prices were soaring and morale was falling on the home front. Danger threatened from Canada, where small bands of Confederates plotted invasion. In Mexico, European adventurers were gathering around French emperor, Maximilian, with dreams of severing the rich Western states from the weakened United States. Aware of dwindling forces in the frontier forts, hostile Indian tribes had begun raiding as early as 1862, and by 1864 a full-scale Indian war was sweeping the Plains. Kansas, Nebraska, Iowa, Colorado and Minnesota were thinly populated, and many of their young men had gone East to fight for the Union. Regiments were recalled, yet local territories could not supply enough troops to staff forts necessary for security, or to guard the long lines of sustenance and communication which held East and West together.

By late summer 1864 the Santa Fe Trail, the Oregon Trail, and all the other Overland Routes were completely closed for a month. Not a stagecoach or wagon rolled, no telegraph messages could be sent over broken lines. Californians were cut off from the Eastern United States except by sea passage around the Horn or over the Isthmus. Supplies, mail, and news for Coloradans had to come by boat to San Francisco and then overland from there. It had now become a matter of politics. In September, 1864, Lincoln was engaged in a presidential campaign against the Democrat George B. McClellan. In the Eastern states the race looked close where McClellan was popular. Resentment was building against Lincoln because of the draft calls and conscription laws. Pennsylvania had sent almost a quarter of a million men to war, and in order to keep enough able-bodied breadwinners at home, was paying heavy bounties for substitutes. By late 1864 acceptable substitutes were not easy to obtain.

Two Pennsylvania politicians approached Lincoln with a plan to use Confederate prisoners of war as substitutes. Lincoln listened for McClellan was a Pennsylvanian and the President felt he needed the state to win re-election. Any move that could gain votes in the Keystone State was good politics. At first Lincoln only wanted foreign or Northern born prisoners to be selected, but when the agents from Pennsylvania arrived at the Rock Island Camp they found a great many discouraged

Southerners who were willing to enlist for the required three years. Lincoln amended his restriction and the first two regiments of the United States Volunteers were established. As the regiments were being outfitted an incident happened in Colorado that necessitated the formation of additional prisoner of war regiments as soon as possible.

In July 1864, Colorado governor John Evans sent a circular to the Plains Indians, inviting those who were friendly to go to a place of safety at Fort Lyon on the eastern plains, where their people would be given provisions and protection by the United States troops. Various Indian Treaties had been amended to such an extent that within eight years the native hunting grounds had been reduced to 1/13 of their original area. Evans realized that to keep the Indians from starving they needed help. However, Colonel John Milton Chivington, commander of the Colorado Militia and erstwhile Methodist preacher said "damn any man who sympathizes with Indians! ... I have come to kill Indians, and believe it is right and honorable to use any means under God's heaven to kill Indians. ... Kill and scalp all, big and little; nits make lice."

Black Kettle, leading chief of around 800 mostly Southern Cheyenne, had led his band, joined by some Arapaho to Fort Lyon in compliance with provisions of a peace parley held in Denver in September 1864. After a while, the Native Americans were requested to relocate to Big Sandy Creek, less than 40 miles northwest of Fort Lyon, with the guarantee of "perfect safety" remaining in effect. The Dog Soldiers, who had been responsible for many of the attacks and raids on whites, were not part of this encampment. Unwilling to surrender themselves to military authority most of the tribal warriors refused the offer of protection, leaving only about 75 men, plus all the women and children in the village. The men who remained were mostly too old or too young to hunt. Black Kettle flew an American flag, with a white flag tied beneath it, over his lodge, as the Fort Lyon commander had advised him. This was to show he was friendly and forestall any attack by the Colorado soldiers.

Meanwhile, Chivington and 425 men of the 3rd Colorado Cavalry rode to Fort Lyon arriving on November 28, 1864. Once at the fort Chivington took command of 250 men of the 1st Colorado Cavalry then set out for Black Kettle's encampment. The following morning, Chivington gave the order to attack. Two officers, Captain Silas Soule and Lieutenant Joseph Cramer, commanding Company D and Company K of the First Colorado Cavalry, refused to obey and told their men to hold fire. However, the rest of Chivington's men immediately attacked the village. Ignoring the American flag and a white flag that was run up shortly after the attack began, they murdered as many of the Indians as they could. Historian Alan Brinkley wrote that 133 Indians were killed, 105 of whom were women and children. Initial reports indicated 4 soldiers killed and 21 wounded in the 1st Colorado Cavalry and 20 killed or mortally wounded and 31 other wounded in the 3rd Colorado Cavalry; adding up to 24 killed and 52 wounded. Dee Brown, author of **The Galvanized Yankees** and **Bury My Heart At Wounded Knee** wrote that some of Chivington's men were so drunk and that many of the soldiers' casualties were due to friendly fire. Before Chivington and his men left the area, they plundered the teepees and took the horses. After the smoke cleared, Chivington's men came back and killed many of the wounded. They also scalped many of the dead, regardless of whether they were women, children or infants. Chivington and his men dressed their weapons, hats and gear with scalps and other body parts, including human fetuses and male and female genitalia. They also publicly displayed these battle trophies in Denver's Apollo Theater and area saloons. Three Indians who remained in the village are known to have survived the massacre: Charlie Bent and two Cheyenne women who were later turned over to William Bent.

The Bent Brothers Charlie and George, were the sons of William Bent, a white trading post owner and Owl Woman, the daughter of a Cheyenne chief. The boys were raised by their mother's people but in their late teens their father sent them to an academy in St. Louis to complete their education. Before they could graduate the Civil War began. Most of their white friends were pro-

Southern so the Bents joined the Confederate Army. They marched off to Mississippi, were captured, then released to the custody of their father on their promise to remain in the West. Instead of becoming Galvanized Yankees, the brothers chose to be Galvanized Cheyennes and drifted off to join their mother's people. They soon became the nemesis of the Union Forces because of the Massacre at Sand Creek. Later in life George Bent wrote about this period, saying he believed that the "savages" in the conflict were the U.S. soldiers. Bent participated in 27 Cheyenne war parties, but never gave many details about his personal role in the Indian wars. Many Dog Soldiers, militant Cheyenne warriors, including George's brother Charles, were killed in 1867, at the Battle of Summit Springs in Colorado.

Initially, the Sand Creek engagement was reported as a victory against a brave and numerous foe. Within weeks, however, witnesses and survivors began telling stories of a possible massacre. Several investigations were conducted – two by the military, and one by the Joint Committee on the Conduct of the War. Despite threats against his life, Captain Silas Soule testified against Chivington. Soule was later found murdered in Denver. After hearing eye-witness testimony the panel declared: “As to Colonel Chivington, your committee can hardly find fitting terms to describe his conduct. Wearing the uniform of the United States, which should be the emblem of justice and humanity; holding the important position of commander of a military district, and therefore having the honor of the government to that extent in his keeping, he deliberately planned and executed a foul and dastardly massacre which would have disgraced the veriest savage among those who were the victims of his cruelty. Having full knowledge of their friendly character, having himself been instrumental to some extent in placing them in their position of fancied security, he took advantage of their in-apprehension and defenceless condition to gratify the worst passions that ever cursed the heart of man. Whatever influence this may have had upon Colonel Chivington, the truth is that he surprised and murdered, in cold blood, the unsuspecting men, women, and children on Sand creek, who had every reason to believe they were under the protection of the United States authorities, and then returned to Denver and boasted of the brave deed he and the men under his command had performed. In conclusion, your committee are of the opinion that for the purpose of vindicating the cause of justice and upholding the honor of the nation, prompt and energetic measures should be at once taken to remove from office those who have thus disgraced the government by whom they are employed, and to punish, as their crimes deserve, those who have been guilty of these brutal and cowardly acts.”

However, despite the Joint Committee on the Conduct of the Wars' recommendation, no charges were brought against those who committed the massacre. Chivington was beyond the reach of army justice because he'd already resigned his commission. The closest thing to a punishment he suffered was the effective end of his political aspirations. There was no civilian criminal statute against the killing of Indians. Once again there was panic in Denver and Santa Fe. Merchants raised the prices of scarce goods for no wagon trains would cross the Plains to bring food and clothing, hardware and ammunition to the beleaguered outposts.

The first units of the U.S. Volunteers were sent to relieve the undermanned Western Forts, Fort Leavenworth and Fort Laramie especially. In their haste to travel west many of the men were ill-equipped, lacking proper uniforms, footwear, and even rifles. The first train to leave Fort Sedgwick in Julesburg, Colorado to Fort McPherson, Nebraska found the trail to be one continuous string of dead, both white men and Indians, dead stock, burned trains and ranches. Flour, coffee and tea, tins of kerosene, bolts of cloth were scattered over the prairie. Naked and mutilated bodies, rotting where they had fallen, or charred in the ruins of burned cabins, lay unburied. Slowly the military reinforced the main forts and built several more. The stage line which had a way station every ten miles that stocked a change of horses and was protected by a detachment of five to eight soldiers. Every 50 miles was a larger ranch or trading post staffed by a larger contingent of soldiers. The men were also

responsible for repairing any down telegraph lines that paralleled the stage route. Once enough men were in place the problem now became keeping them adequately supplied. The greatest cause of death was scurvy. The long winters and meager stocking of provisions forced many of the garrisons to go on reduced rations. It wasn't until Spring when the first wild onions came up that the effects of scurvy were eliminated.

One of the most illustrious former Galvanized Yankee was the newspaper correspondent and African explorer, best known as the man who found David Livingston on Lake Tanganyika and uttered the immortal words, "Dr. Livingston, I presume." Stanley's real name was John Rowlands, born illegitimately in northern Wales. He lived a precarious existence until the age of 15, when he sailed for New Orleans as a cabin boy. He jumped ship and by chance met a wealthy Southern businessman named Henry Morton Stanley. The elder Stanley gave John employment and eventually adopted him, insisting the boy take his name. In 1860, the father placed him on an Arkansas River plantation to learn its management, and then sailed for Havana to attend to urgent business. A few months later the Civil War began. At first Stanley had no strong feelings about the war. He was then 20 years old and small for his age, 5'2"—and was shy and lonely. He considered himself an outsider, an Englishman. The war was an American affair and no concern of his. By early summer, however, he was caught up in the war fever, and in July, 1861 he joined the Confederate Army. He was captured at the Battle of Shiloh on April 6, 1862 and sent to the overcrowded military prison, Camp Douglas, in Chicago.

On June 4, 1862 the Irish born commandant of Camp Douglas illegally offered foreign born prisoners the chance to join the Union Army. Later the order was rescinded but by then Stanley was on his way to Harpers Ferry where he contracted dysentery and was mustered out of the service, a physical wreck. He left Harpers Ferry and made his way to Baltimore where he found a berth on a sea-going ship. He was determined to make his way to Havana and rejoin his father. When he reached Cuba he learned that his father was dead. Once again he was alone in the world. Returning to New York he enlisted in the U.S. Navy and soon earned a rating on the *USS Minnesota* as ship's writer, transcribing the log and other ship records. In February, 1865 he jumped ship in Portsmouth, New Hampshire and travel out West to where he would have served if he had stayed in the army.

By May, 1866 the need for additional troops had diminished and the Galvanized Yankees were being mustered out. General William Tecumseh Sherman began an inspection of the western forts in the summer of 1866. He was so appalled by what he saw that he recommended many of the posts to be abandoned. The quarters were unfit for human habitation. He remarked "anybody looking through them can see full reason for the desertions that have prevailed so much of late years." At Fort Leavenworth on November 13, 1866, the last of the Galvanized Yankees became civilians.

The Confederate Army did recruit Yankees from their prison camps as early as March, 1863. But it wasn't until late 1864 that the Confederate War Department seriously started to recruit Northern prisoners, all were foreign born. Many joined out of desperation as the conditions in the prison camps were deplorable. A number were stationed on Jones Island, North Carolina and deserted at their first opportunity. All this activity behind Confederate lines soon came to the notice of the Union Army. On November 12, 1864 chief of staff H. W. Halleck of the Union Army informed General Grant that 150 former U.S. soldiers who had taken the oath of allegiance to the Confederate States of America and were willing to surrender. At Egypt Station, Mississippi a Union Cavalry Division was facing a defensive position held by the 10th Tennessee Infantry. After nightfall several Confederates made their way into the Union lines and surrendered disclosing the strength of the enemy. The next day the Union force was victorious and of the 500 prisoners taken, 254 were former Union soldiers. In dealing with the Galvanized Confederates the Army took the most expedient course, they turned them into Galvanized Yankees where they formed the 5th and 6th Regiment of the U.S. Volunteers and after gaining strength were sent to Fort Leavenworth, Kansas for deployment.

2017 Open Mess Invitation

You are cordially invited to attend the 2017 Open Mess of the Michigan Company of Military Historians and Collectors. Join us for a unique social evening patterned after a traditional British regimental “Ladies Dining-In-Night,” with a bit of ceremony, a piper and a round of toasts, along with a great dinner, good company and an entertaining guest speaker.

THE DATE: Saturday, November 11, 2017

THE PLACE: Boulder Creek Golf Club
5750 Brewer NE
Belmont, Michigan 49306
(616)363-1330

THE TIME: Cocktails at 6:00 PM
Dinner at 7:00 PM

THE PIPER: Rev. Thomas Bradley

THE DRESS: Gentlemen: Suit or Jacket
Ladies: Semi-Formal Attire

THE SPEAKER: **Lt. Colonel Charles S. Kettles-U.S. Army-Vietnam-Medal of Honor recipient**

Vietnam. The very name conjures up various images, memories and opinions in Americans. One of the images associated with America’s involvement in Southeast Asia is the helicopter. For the first time in military history the helicopter was used on a massive scale. True, the helicopter had been used in Korea but it was in Vietnam that it came into its own. Whether being used as a modern cavalry mount for combat infantry, as a method of medical evacuation or as an air to ground weapon, the helicopter has become an iconic symbol of the Vietnam War. From the beginning of the conflict to the final evacuation from the rooftop of the U.S. Embassy in Saigon, the helicopter will be forever linked with that conflict.

Our speaker knows more than a little about the helicopter. A native Michigander, Charles Kettles became a commissioned officer in the U.S. Army in 1953 and graduated from Army Aviation School. After serving in Korea, Japan and Thailand, Kettles returned to civilian life in 1956. In 1963, Kettles re-enlisted due the Army’s need for pilots. He eventually became Flight Commander of the 176th Assault Helicopter Company. Kettles completed two combat tours of Vietnam in 1967 and 1969-70. It was during his first tour where he would perform truly heroic deeds on May 15, 1967 during the Battle of Duc Pho at the Song Tra Can riverbed. The official U.S Army account of Kettles bravery can be found here: <https://www.army.mil/medalofhonor/kettles/> There were 44 men that Kettles saved in this extraction of elements of the 101st Airborne on that day. For his actions in May, 1967, Kettles received the Medal of Honor last year. Please honor this American hero by attending this year’s event.

2017 OPEN MESS RESERVATION FORM

THE COST: \$55.00 per person for reservation with payment received by Monday, Nov. 6.
Thereafter, it is \$ 65.00 per person. We do NOT cash the checks until after the event!

THE MENU: Boulder Creek Combo:
6 ounce prime rib and 4 ounce herb seasoned grilled boneless chicken breast
served with baked potato, salad and vegetable followed by dessert.

YES, I will be there. Enclosed is my payment of \$_____ for _____places. I will be
accompanied by the following persons listed below. Please PRINT their names. This MUST be filled
out.

Sorry, I cannot attend this year.

Please mail this completed form with check made out to MCMHC and send to:

Mr. Jay Stone
7170 Belmont Avenue NE
Belmont, MI 49306

If you have any questions, please call Mike Krushinsky at (616) 677-1785 or Jay Stone at (616)
866-9047. Feel free to visit the MCMHC homepage at:
www.thecannonreport.org . An invitation form is available on line there.

See you there!