

2nd MINNESOTA BATTERY

“ACTION FRONT”

Circular No. 223

December 2014/January 2015

On This Date-150 Years Ago

Remarks for the Month of January, 1865
(Numbers indicate the day of the month)

- 1 Corpl John S. White promoted to Sergeant. vice Burnham reduced. Promotions to date from Jan 1st, 1865. Sergt Ferdinand Burnham reduced from Serg't to Private at his own request to date from 1" 1865 Capt Wm Aug. Hotchkiss relieved from duty as acting Chief Artillery Dept - Etowa having reported to the Battery to assume Command
- 4 David Twiggs returned form Hosp't.
- 7 Private Hugh J. Latta detailed as teamster, in Q.M.D.J.O. No. 5 Maj Church. Private Edward T. Tillotson detailed for duty at Pm Marshalls. S. O. M6" by Order of Brig Gen Meagher.
- 9 John D. Miles returned from Hosp't
- 12 Private Ferdinand Burnham detailed to work in Ord. Dept.. S. O. #7 Maj Genl Thomas
- 13 Corp. Wm. S. Wardwell hereby reduced to date from Jan 4"/65 Corp. Bloomfield reduced, to date from 1st Jan 1865 Private John B. Talcott promoted to Corp. to date from Jan. 1/65. Private: Nelson H. Fulton promoted to Corp. to date from Jan 14/65. David Jarvis Reported from dtch service on Gunboat Silver Lake
- 16 Lieut Lyman W. Ayer detailed as assistant Adjutant, at Hd Qurs Port Arty Special Order No. 13" Maj Church Private W. H. Compton promoted to Corp. to date from Jan 17"/1865
- 17 Private James H. Longworth returned from detch Service and Private James Furguson detailed in Q.M. Department Special Order
- 19 Mark Kenney restored to duty
- 20 Christopher Anderson returned from Hosp. Chatt. Tenn.
- 23 Samuel Loudon returned from Hospt. Chatt. Tenn.
- 24 William S. Wardwell and Laurtiz Olsen artificer detailed in Q. M. Department since Jan 14" 65 to report to St. Kinkead A. A. Q.M. Arfy James Blair in Hospt. David Jarvis was reported in Remarks, but not changed on Report. Report him for duty Jan 24 " 65
- 25 Martin Hosli Descriptive List sent to Jeffersonville, Ind.

Upcoming Events

**Springfield, IL - 150th Lincoln Funeral Train
May 1-3, 2015**

The arrival of a replica full size historic Lincoln Funeral train and funeral car will highlight this 150th Anniversary event. There are many events planned around this anniversary. Some are TICKETED events and will need advance purchase to attend. There is also walking venues of Receiving the Train & Coffin (Saturday – one mile) and The Oak Ridge Procession (Sunday – 4 miles).

Federal artillery will fire at two ceremonies during the weekend, about 6 shots per gun. **Those members wishing to participate will need to register individually on the website.**

<http://lincolfuneraltrain.org/>

The 2nd Minnesota Battery will reimburse each member who attends this event the \$20 participation fee. The registration fee will be used to pay for the amenities and the re-enactor shuttle buses to get folks to other venues and historic sites. Reenactor camp will be in Lincoln Park along with the sutlers, but the firing will take place at the Old State Capitol and the cemetery as it did 150 years ago. We will need to trailer the guns through the city streets. Members voted to add this 150th Anniversary Event to our 2015 schedule.

January 24—Planning Meeting for 2015

Bring information for events to attend this season to the meeting for discussion. We will be putting a tentative calendar together to vote on in February and March, so get any possible events on the list for consideration.

Next Meeting

January 24, 2015 11:00am

We will meet at Marie's Underground Dining in Red Wing. Call John Cain if you need the address or directions, (651) 388-9250.



Battery Profile

Knud Oleson

Knud was a Norwegian immigrant farmer living in Spring Valley, Houston County, Minnesota, when he chose to enlist in the Second Battery on September 2, 1864. He was a part of the draft rendezvous held that summer. Knud made his mark on the enlistment papers, so it would appear he was not able to write his name in 1864. The name on the enlistment form was Knud Oleson (Riste). Why the final name was put in parenthesis or why he did not use that name is unknown. No other document found for Knud has "Riste" on it.

Knud was 29 years old, stood 5' 6" tall, with gray eyes, light hair and a sandy complexion. His enlistment was for one year and he received a \$100 bounty.

The time Knud spent in the army was uneventful, the Battery remained in garrison duty most of the last year of the war. Knud did note that he began suffering with chronic diarrhea in the spring of 1865 when the Battery was in East Philadelphia, Tennessee. He was discharged with the Battery at the end of the war from Fort Snelling and went home to Houston County.

On October 28, 1865, Knud married Agnette Arnason. The marriage certificate said her name was Agnes, but all other information has her name as Agnette. The wedding was a civil ceremony in St. Croix County, Wisconsin. They never had children.

Knud and Agnette may have moved around some during their life as evidence shows them in different places along the St. Croix River valley. Then in 1881, records show that Knud owned the ferry across the Root River back in Houston County. Knud was a member of the Jerry Rusk GAR Post in Spring Valley.

By 1903, they owned land in Pierce County, Wisconsin, near Spring Valley. It was there that Knud died on the fourth of July in 1903. He was laid to rest in the St. John's Lutheran Cemetery in Pierce County. He left Agnette with 1,600 acres of land, 35 of which were improved; two cows and a horse that was 17 years old. Her annual expected income from the property was less than \$50, justification for her application for a widow's pension.

Knud's grave is marked with a family stone, not a military marker, but his grave is marked with the bronze star emblem of a Civil War veteran.



The Lincoln Funeral Car

A special train car was ordered built in 1864 for use by the President of the United States, Abraham Lincoln. It was the “Air Force One” of its day, but it was a very elegant and ornate car. Lincoln did not use it, one source says he “utterly refused” it because it was too ornate for his tastes. There was not a lot of time for him to use it as it was finished only a few months before he was dead.

After his death from an assassin's bullet in April of 1865, Lincoln's body was placed in that special car and it carried the slain president from Washington to his home of Springfield, Illinois, to be buried. It was the only time President Lincoln ever actually rode in the car.

The president's body was not the only body in the car on that sad trip, though. Abe and Mary's son, Willie, had died while they were living at the White House and was buried in Washington. After Abe's death, Willie's body was disinterred and taken back to Springfield with his father's to be buried there.

The train carrying the fallen president's body was met by thousands of people along the route as the nation mourned. Because of this trip, it became known as the Lincoln Funeral Car.

After the funeral was over, the executives of the railroad used the car for their purposes. It was railroad property, so that was not unusual. The car fell into disrepair, was fixed up, and shown at the 1893 St. Louis Exposition (aka Worlds' Fair). Once again, time and the elements worked against the car and it was in need of repairs again when it came up for sale and a man named Thomas Lowry of Minneapolis bought it.

It was 1905 when Lowry, a real estate agent and land developer, brought the one-of-a-kind car to farm land just north of Minneapolis. Lowry had a vision for building a city there. His vision was to be named Columbia Heights and he heavily promoted the development of the city. One angle he used was how wonderful it would be to build your home in the fresh air and peace of the countryside in Columbia Heights and let Papa take the street car—which Lowry owned—to work in Minneapolis. His plans laid the foundation for what grew into the City of Columbia Heights today.

Lowry died in 1909 before his vision had matured. The Lincoln Car was the supposed to be given to the Minneapolis Federated Women's Club to be part of a historical museum. It is unclear if that transfer ever took place.

The car was stored in a shed near 37th and Quincy in Columbia Heights when a grass fire got out of control in March of 1911. The fire started on 35th and the wind pushed it north. The women and children of the area turned out to fight the fire as most of the men were in Minneapolis at work. There was no city water service, so they had to use a bucket brigade to fight the fire. When it was over, two homes had minor damage, two boys had slight burns and the funeral car was destroyed. The manager of the land company Lowry started allowed people to take what they could find as a souvenir of the Lincoln Funeral Car. It is not known how many pieces exist today, but several have surfaced. People have made tie tacks and mantles from the bits, and at least one window exists.



The Lincoln Funeral Car after the fire in 1911.

Recap

November 11, Veterans Day, Winona, MN

It was a bitterly cold morning, but the Battery boys performed well even in the miserable conditions. Travel with the gun and trailer in the snow was difficult and the gun placement had to be in the street at the entrance to the parking lot because of the snow. Huzzah to privates Arnoldy, Golden, and Tomashek, Sgt. Duden, and Lt. Cain for their efforts at this event. A special thanks to Pvt. Tomashek for storing the gun trailer in his garage so there were no “snow issues” to contend with while traveling.

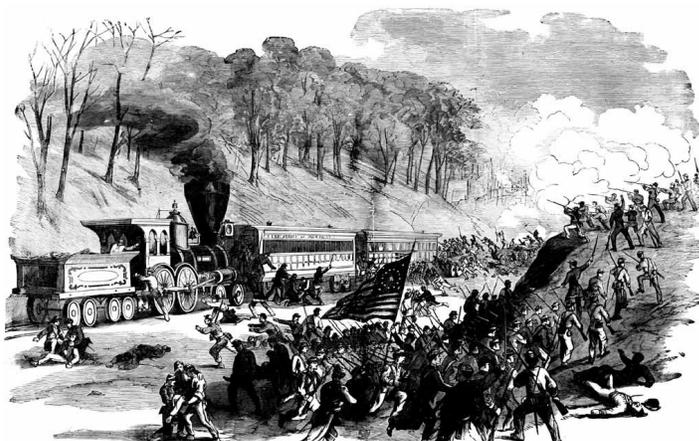
Two Seldom Thought of Union Advantages

(from the History Channel)

Perhaps even more important to the outcome of the Civil War than the advances in weaponry were larger-scale technological innovations such as the railroad that were used by the Union Army. The Union had the advantage when it came to railroads. When the war began, there were 22,000 miles of railroad track in the North and just 9,000 in the South, and the North had almost all of the nation’s track and locomotive factories. Furthermore, Northern tracks tended to be “standard gauge,” which meant that any train car could ride on any track. Southern tracks were not standardized, meaning trains could only run in areas where they had compatible tracks. People and goods frequently had to switch cars as they traveled throughout the South—an expensive and inefficient system.

Union officials used railroads to move troops and supplies from one place to another, a new idea in the history of warfare. The Union also used thousands of soldiers to keep tracks and trains safe from Confederate attack.

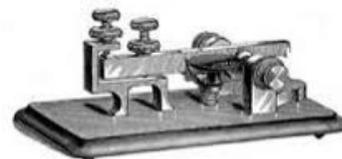
Another critical development that aided the North were the telegraph lines. Abraham Lincoln was the first president who was able to



communicate on the spot with his officers on the battlefield. The White House telegraph office enabled Lincoln to monitor battlefield reports, lead real-time strategy meetings, and deliver orders to his men nearly instantly. Here, again, the Confederate army was at a disadvantage: They lacked the technological and industrial ability to conduct such a large-scale communication campaign.

In 1861, the Union Army established the U.S. Military Telegraph Corps, led by a young railroad man named Andrew Carnegie. The next year alone, the U.S.M.T.C. trained 1,200 operators, strung 4,000 miles of telegraph wire and sent more than a million messages to and from the battlefield.

The South was never able to compete when it came to using the telegraph to help conduct their war efforts.



The Second Minnesota Light Artillery Battery is a nonprofit organization dedicated to the preservation and interpretation of Civil War history by living it.

Membership is \$12 per year. Non-member newsletter subscription rate is \$6.00 per year.

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