

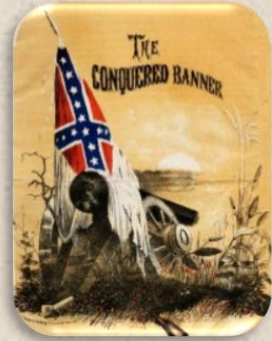


# *The Conquered Banner*

*Newsletter of the*

*Father A. J. Ryan San Diego Camp 302*

*Sons of Confederate Veterans*



**VOLUME 28 NUMBER 6**

**November/December 2020**

## ***Naming a Highway***

The unfettered rhetoric and political correctness that has been overwhelming this nation like a tidal wave for so many years now, has made it hard to fathom when it even started. This insanity has led to the unbridled destruction and removal of statues, plaques and monuments. It is of no surprise, then, that, almost unobservable plaques across the country, identifying the Jefferson Davis Memorial Highway, would eventually capture the attention and raise the ire of those individuals, wrongly convinced, that anyone connected with the Southern Confederacy are racists (and therefore, any mention of them must be erased from the pages of American history and, monuments to them, be destroyed and removed). Some, if not all of these monuments that dot the landscape all the way from the East to the very border of Canada in the Northwest would eventually be noticed.

It would not be a stretch of the imagination to assert that many Americans, particularly here on the West Coast, were never aware of this highway unless spotting one of these monuments while driving along US Highway 99 North or South in California or, East or West along what is now Interstate 8. Many years ago, I frequently traveled from San Diego to the Canadian border and recall

somewhere along the route, seeing at least one or more of these plaques and wondering to myself how great it is that Jefferson Davis was being honored this far out west. It would be much later that the full significance of why a long stretch of highway would be named after him.

I do believe that it was the sudden removal of the Jefferson Davis Plaque from Horton Plaza (seen here to the left) in downtown San Diego in 2017 and the political fallout following this that really brought to light the existence of the highway named in honor of him.



*(Continued on Page Five)*

**International Headquarters**  
Sons of Confederate Veterans  
P.O. Box 59  
Columbia, Tennessee 38402-0059  
**1-800-MY-DIXIE**

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**Salute to the Confederate Flag**

I salute the Confederate Flag with affection, reverence and undying devotion to the cause for which it stands.

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**Charge to the Sons of Confederate Veterans**

*"To you, Sons of Confederate Veterans, we will commit the vindication of the cause for which we fought. To your strength will be given the defense of the Confederate soldier's good name, the guardianship of his history, the emulation of his virtues, the perpetuation of those principles which he loved and which you love also, and the ideals which made him glorious and which you also cherish."*

Lt. General Stephen D. Lee

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**Newsletter**

*The Conquered Banner* is the official newsletter of Camp 302 and is published each odd-numbered month. Permission to reprint material contained in the newsletter is freely given to SCV, MOSB and UDC organizations. Commentary and articles are solicited and should be mailed or E-mailed to the Newsletter Editor. Deadline for submissions is the 15<sup>th</sup> of the preceding month. Consideration of space may require editing.

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**Meetings**

The camp meets the 2nd Saturday of each odd-numbered month at various locations which are announced in the newsletter.

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**Correspondence**

Membership applications, dues renewals, changes of address and other business should be directed to the adjutant.

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**Dues**

Annual dues are billed each August and are \$50.00 for members. Dues include the *Confederate Veteran* magazine and a newsletter.

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**Camp officers**

<u>Commander</u>	<u>Jim Millsap</u>
<u>Lieutenant Commander</u>	<u>George Faircloth</u>
<u>2<sup>nd</sup> Lieutenant Commander</u>	<u>Jim Coulsby</u>
<u>Adjutant</u>	<u>Jim Stephens</u>
<u>Treasurer</u>	<u>Roy Adair</u>
<u>Webmaster</u>	<u>Roy Adair</u>
<u>Chaplain</u>	<u>Jim Coulsby</u>
<u>Sergeant-at-Arms</u>	<u>Steve Smith</u>
<u>Historian</u>	<u>Vacant</u>
<u>Newsletter Editor/Publisher</u>	<u>Jim Stephens</u>



## Camp 302 Meeting Minutes

Steve and Deanne Smith once again hosted the September 12<sup>th</sup> camp meeting at their home in Vista. We can certainly refer to this location as Camp 302 headquarters, North County. As usual, attending members were able to enjoy each other's company and conduct business matters.

In attendance and conducting the gathering was Commander Jim Millsap, Adjutant Jim Stephens, Lieutenant Commander George Faircloth, Sergeant-at-Arms Steve Smith, along with Compatriots Ira Lack and Mike Climo.

The camp was pleased to have as guests:



California Division Commander Robert Williams, Division Adjutant Vern Padgett and his wife Sandy. Deanne's dad, Gary Shearn was present and it is always great to see the camp's friend Gus Goetch. Cdr. Millsap opened the meeting with the Invocation and led the group in the Pledge of Allegiance and Salute to the Confederate Flag.

The Commander then proceeded to hand out the SCV National Awards that he had submitted to headquarters and handed out at the national convention. Meritorious awards were presented to LCDR George Faircloth, and Ira Lack. Treasurer Roy Adair and Compatriot John Klinedinst were not present to receive theirs which will come at a

later date. Commander Millsap commented on the fact that plans will have to be made as how to present John Klinedinst his award as well as his Rebel-of-the-Year Award since John is out of town a great deal. Adjutant/Editor Jim Stephens was very honored to be presented the John Paul Miller Newsletter Award to Camp 302 that came out of the national convention and, also, the Distinguished Service Medal. Camp 302 can truly thank Commander Millsap for his submission of awards nominations to national headquarters. Regarding the Rebel-of-the-Year Award, Steve Smith proposed that the name of this award be changed to The John Lewis Award in honor of the camp's former member and commander who recently passed away - *see previous issue*. This will be voted on at the next camp meeting.

In the absence of Treasurer Adair, Adjutant Stephens presented the Treasurer's Report stating that the camps bank account balance as of 7/8/2020 was \$41,274.74. With total outlays of \$1,525.80 that included \$320.00 to division and \$1,015.00 to national for membership dues along with reimbursements for flowers, stamps and bullet molds, with inflows of \$300.00 that included membership dues, coins and ink pens, he noted the balance as of 9/10/2020 being \$40,048.94.

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*(Minutes Continued from Page One)*



Seen here *at left*, Jim Stephens accepts the 2020 Newsletter Award from Commander Millsap with Division Commander Williams. *Below*, Commander Millsap presents Deanne Smith with the Camp 302 Challenge Coin.



The availability of camp and division challenge coins as well as ink pens was brought to everyone's attention and several were sold at the meeting. Adjutant Stephens briefly mentioned that the H.L. Hunley Award and the VMC Color Guard activity are still on hold. The continuation of these two functions are somewhat tenuous at this time.

A previous proposal made by Compatriot Mike Schooling to donate \$500.00 to the Southern Legal Resource Center to fight the removal of statues and monuments was voted on and approved with one exception: It was decided that the money would be better used, as suggested by Compatriot Climo, if donated to the SCV Heritage Operations Defense Fund. Thus, a check for stated amount will be sent to the SCVHODF.

Donations to the UDC Museum and HDQTRS was discussed with no action taken. Locations for future camp meetings came up for discussion. Adjutant Stephens has volunteered his home and he will call other members to see if they can do this also. Restaurants are almost out of the question as most in the area are closed for interior dining with limited outdoor facilities. Decisions on choosing meeting locations will have to continue in order that members living in South County can have a better chance to attend meetings. In all probability, Steve Smith's home may have to continue being a gathering for camp members for the near future.

The big event that is coming soon will be the Camp 302 Musket Shoot at South Bay Rod & Gun Club in Dulzura which will be on Range #2. The proposed Camp and Black Powder Shoot in Tehachapi has been cancelled for 2020 due to several limitations at this camping site.

Wreaths Across America is still on schedule for December 19<sup>th</sup> at Fort Rosecrans and Miramar National Cemeteries.

The next Camp meeting will be held on November 14<sup>th</sup> at a location to be announced. With no further business, Vern Padgett closed out the meeting with the Benediction. Afterwards, food was served with Steve and Jim Millsap cooking up hamburgers on the grill with lots of extras for all to enjoy.



*(Naming a Highway Continued from Page One)*

I was quite surprised to be called one day shortly after its removal, by a local TV station to give my views on this event. The reporter told me that he was an avid student of history but, it did not take long, thinking to myself, that with his line of thought, he needed a great deal more study if he were to understand anything about the Civil War. It was during this interview and his insistence on relating any honoring of Jefferson Davis or the Confederacy as promoting slavery and fostering racism that I knew this was just one of many obstacles in this assault on our history and culture that were to lie ahead. Let's digress for a bit and start from the beginning and look at why, who and how the Jefferson Davis Memorial Highway got its start.

Early in the 1900's, the popularity and necessity of transportation by motor car across the expanding country brought about the development of a rudimentary highway system sometimes referred to as trails, composed of crushed rock, some sections poured in concrete and out in Southern California in the desert areas, we had plank highways. The National Bureau of Public Roads had its hand, early on, in the budding national highway system but, in the beginning, it would be the individual states who had their own highway agencies, some rather weak, to say the least, to administer and maintain the routes. A few of the Southern states, before 1916, had no agencies. It would be partly for this reason, that numerous private organizations were free to petition their state to name sections of these intertwining roads and trails for whatever famous person that represented their cause. They would promote its use and help contribute to its upkeep and beautification by placing markers and trees along the route. And, it was not uncommon for some sections of the same highway, as we will see later-on, to be named after several different persons. The naming of a route for Jefferson Davis would be no different.

The United Daughters of the Confederacy were instrumental in getting the JDMH project started. Mrs. Alexander White, of the UDC, conceived the idea of having a Southern route that would be comparable with the "Lincoln Highway" ( that was planned in 1912, which was to be a rock highway stretching from coast-to-coast. ) During the Chattanooga Confederate Reunion in May of 1913, she had mentioned to her cousin, T.W. Smith, a Confederate Veteran from Mississippi, how great it would be to have a fine highway running through the South. He told her that the *Daughters* could do it and it should be a highway going from ocean-to-ocean in honor of Jefferson Davis. She would spend that summer thinking of how the UDC could do this and that she would have to be the driving force behind it. Little did Mrs. White realize at the time what she and the *Daughters* were getting into.

During the New Orleans UDC Convention in 1913, it was decided that they would secure an ocean-to-ocean route from Washington D.C. to San Diego via the Southern states to be named after Jefferson Davis and to be beautified and historic places be suitably and permanently marked. After its official adoption to begin the project, in addition to the transcontinental route chosen, two auxiliary routes were designated: One from Davis' birthplace in Fairview, Kentucky south to Beauvoir, Mississippi, his home in later years prior to his death and, the other a route through Irwinsville, Georgia following the route that led to his capture after the war. With the route selected, the *Daughters* approached their states with their plans. As earlier mentioned, many states not having any highway administration, left the ladies of the UDC to freely name the trails/roads and start placing markers along the route. The initial markers consisted of three bands, six inches wide with J D H four inches high placed one below the other in the center of each band that had red and white coloring. Later, they would be made of metal and designed to carry the same markings.

*(Continued on page Six)*

*(Naming a Highway Continued from Page Five)*

As years passed by, many States officially adopted the JDMH name and participated in placing the markers.

By the mid-1920's, there were 250 named trails designated by organizations with names such as: the Atlantic Highway, the Pacific Highway and the Yellowstone Trail to name a few. With these trails and roads intersecting and overlapping each other at numerous locations, confusion ensued among the motorists making their way across country. To ease this chaos, state and federal highway officials in 1925 came to the conclusion that a numbered highway system be created to replace the trail names for the nation's main interstate highways. Under this system, trans-continental named routes would be split into several numbers to eliminate the names and organizations backing them.

Before this plan was adopted in 1926, several organizations and trail groups, in many cases, with the approval of their congressmen, sought to gain the preservation of the named trails and highways they worked so hard to put into place. The United Daughters of the Confederacy were no different and were not to be left out of this fray in order to preserve the Jefferson Davis Memorial Highway. Congressman Earl B. Mayfield of Texas was solidly behind the UDC and he contacted Thomas MacDonald, Chief of the U.S. Bureau of Public Roads laying out all the reasons for the JDMH, citing that 100,000 UDC members were endorsed by two million members of the General Federation of Women's Clubs to preserve this memorial highway.

Mr. MacDonald, was out of the office at the time, so the BPR's Secretary of the Joint Board of Interstate Highways, E.W. James, one of the men responsible for creating the highway numbering system, replied that maps showing the JDMH had been located but there was a problem. There were three maps, one of them being a Rand-McNally showing different routes with that name but none corresponding with the route described on the UDC's request. One route extended from Miami, Florida to Los Angeles, California. Another ran from Fairfield, Kentucky by a circuitous route to New Orleans, Louisiana. No route, he could find, ran from the apparent route, Washington, D.C. to San Francisco. He stated that he was at a total loss as to what route interested the ladies of the UDC.

During the 1925-1926 time-period, as James explained in his replies, the work the Joint Board was doing regarding the highway numbering system via numerous letters, replying to the many organizations as to the futility of continuing the named trails located in indefinite places, and often duplicated. It was during this time that the Joint Board appointed the Secretary of Agriculture to select the interstate highways for uniform marking and that from the inception of this work, no named highways and trails would be recognized. James continued that the BPR, with information obtained from the state agencies would be more than qualified to select routes based on merit. Of the twenty trans-continental routes considered, only six were to be established running East and West. Out of 250 named routes, only 50 would be retained. The BPR insisted that they, as agents of the U.S. Government, were disinterested entirely in continuing the named highway system and felt that the responsible trail organizations would recognize the soundness of the numbered highway system.

Then, during July of 1925, Miss Decca West of Waco, Texas, the Honorary Chairman of the JDH Committee wrote to Chief MacDonald elaborating on the comments of Congressman Mayfield's telegram. She appealed to him to consider the great number of the daughters and the women's clubs who wholeheartedly supported the Jefferson Davis Highway Project. She cited the continuous beautification and work being done along the routes they selected and the numerous legislative enactments they had secured touching on historic locations with emphasis on education and transportation in farming areas which needed the help.

*(Continued on Page Seven)*



*(Naming a Highway Continued from Page Six)*

Miss West went on to say that a Jefferson Davis highway that had been approved by groups both North and South paralleling the then established Lincoln Highway would be an excellent way to pay tribute to the two great leaders in the nation's history. With the official naming of the JDH; it would complete the UDC's goal as the name was then already established in all but three states along the route. Most importantly, she said that it was the expressed desire of the people promoting the highway that it be put forth.

In August of that year, E.D. James once again responded that the government has never recognized the names of the sponsored trails and it was not the purpose of the Joint Board nor, did it have the authority to do so. The maps showing the JDH were not consistent but, it appeared that many of the numbered routes selected by the Joint Board, a goodly portion of the JDH named routes, so called, had been included. It was during this time that Mrs. Charlotte Woodbury, who would be Chairman of the Jefferson Davis National Highway Committee from 1923–1950 had written Mr. James to clarify the exact location of the route. James replied that the map she provided him, marked in a heavy black line, was the first complete map that his office had seen of the JDH. He did state that the two differing routes the JDH followed: one from Hopkinsville, Kentucky to New Orleans and the other from Washington, D.C. to San Francisco were included on her map. James concluded that the Jefferson Davis Highway was actually a collection of routes, with several being in Texas alone.

Eventually, the Trans-Continental route consisting of the Jefferson Davis National Highway and the Lincoln Highway were split among U.S. 1, U.S. 15, U.S. 29, U.S. 80, U.S. 90 and others. The Federal Government would have no role, as previously commented on, in the names of these highways following the above numbered routes. Outside of the interstate system, state legislatures and state administrative offices, under their control, were free to adopt the names of these highways that transited their jurisdictions. The highway numbers were there to aid motorists in navigating their way across the country. Then came the problem of Washington, D.C.

The UDC worked endlessly to promote the JDH winding it's way from the nation's capital all the way to the west coast, eventually up to the Canadian border via U.S. Highway 99. *As seen at left*, the JDH Marker #99 as it stood before the International Peace Arch at Blaine, Washington.

The UDC continued through the intervening years to promote the routes with placement of monuments and appropriate ceremonies. Mrs. Benjamin Grady, the UDC director of the District of Columbia, worked year-after-year with other interested daughters to gain permission from Congress to erect the JDH Terminal marker in Washington, D.C. They received no objection from the Senate but, two members of the House of

Representatives, Walcott of Michigan and Tabor of New York continually stood in the way of approval during several sessions of Congress. Senator Albin Barkley of Kentucky, then came in with a suggestion that the marker be placed on the Virginia side of the Potomac.

In May of 1946, the often-mentioned Thomas MacDonald of the Bureau of Public Roads, authorized Virginia to erect the 14 Ton monument at the intersection of the JDH and the Pentagon Network still under construction. The monument would be placed on U.S. Highway 1, *The Henry G. Shirley Memorial Highway* named after the head of the Virginia Highway Agency from 1922 till his death in 1941. Finally, the monument was unveiled on June 3, 1947, the 139<sup>th</sup> anniversary of the birth of Jefferson Davis.

*(Continued on Page Eight)*





*(On Naming a Highway Continued from Page Seven)*

For those familiar with Washington, D.C., the Eastern Terminal marker was placed at the Fourteenth Street Bridge which crosses the Potomac from Washington where, when traffic slowed down, it could be seen from both sides. In time, as vehicular traffic increased, it became a major hazard with a resultant fatal accident occurring in 1964. The Virginia Highway Department, with no objections from the UDC, moved the monument just off the intersection.

Many trail names would fade from maps as the years went by. Some portions of the JDMH remained along the original route. The advent of the Civil Rights Movement in the 1960's and the Voting Rights Act of 1996 would see new names added. The Department of Transportation designated portions of the JDMH in Alabama The Selma-to-Montgomery Scenic Byway. Also, parts of it would become The Selma-to-Montgomery National Historic Trail.



The JDH markers and monuments the ladies of the UDC worked so hard to have approved, were placed along the highways and by-ways all-across the country during the intervening years since its inception so long ago. *Seen at left is the JDH monument at Vancouver, Washington when 1<sup>st</sup> erected in the 1930's.* These monuments, for the most part, remained in place for the next fifty some odd years. They would go mostly unnoticed by the countless motorists who traversed the long miles of the intertwining highways. Many would be moved and relocated over the years due to construction projects and the re-routing of existing little used roads.

Some markers would be placed along foot paths or in plazas in public areas where they would be trod upon or observed with, perhaps, an occasional recollection of who the marker was honoring. Generally, they would be ignored completely as the aging effect of patina darkened the long-exposed copper or brass plaques that adorned some monuments.

Fast forward to the present. There is no need to rehash all that has occurred with the destruction and removal of Confederate statues and monuments. We know that all too well. Of the JDH

monuments scattered across the country on what remains of the original route. Who would have thought these unobtrusive markers would ever be noticed by those individuals protesting this part of American history. But, remember what you've read on page one of this article to see what a San Diego City Councilwoman did when she saw the Horton Plaza plaque which prompted its removal.

Commander Millsap recently came across an interesting article written by Jill Livingston of the Living Gold Press and passed it on to me. She titled the article: *The Jefferson Davis Highway Out West*. She talks of exploring along US-99 and, in her words, being surprised in seeing markers dedicated to the President of the Confederacy. Ms. Livingston admits having no ties to the Southern Cause or interest in honoring President Davis and, as she says, finding it hard to swallow that he would be hailed this far our West. She does admit knowing of his ties to Western commerce and transportation that he pushed while U.S. Secretary of State and Presidential advisor – He, being a strong believer in Manifest Destiny was partly the reason.

*(Continued on Page Nine)*



*(Naming a Highway Continued from Page Eight)*



We also know that Davis was instrumental in establishing the short-lived Camel Corps that he conceived among other uses, potential military cavalry use in the West. She talks of the Blaine, Washington monument that caused a furor when an African-American veteran of the Civil War, William P. Stewart, who was to have the highway named after him had threatened to rip-out the Davis monument himself. The highway was never renamed and had never been officially named anyway. The Blaine JDH monument was eventually moved to the Jefferson Davis Park in Ridgefield in 2008 to sit alongside the Vancouver Monument *Seen here to the left.*

Jill Livingston, while not overtly biased in her writing and, as she says, not interested in the Southern Cause and what President Davis stood for, did a fair job in presenting her view of the Jefferson Davis Highway. It's obvious that she has researched well and the photos herein are borrowed from her article. Now, Let's go to Hornbrook, California

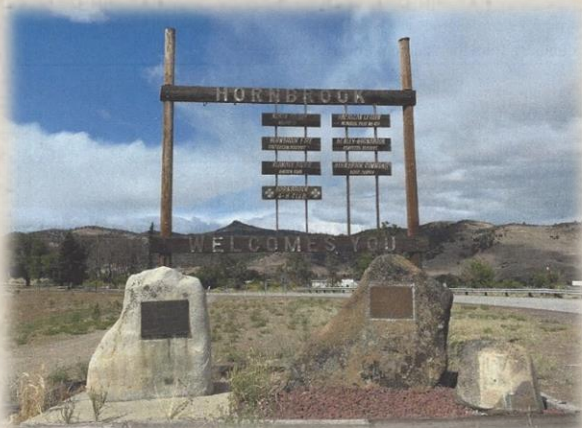
Back in July, The Conquered Banner reported on the daring rescue of the Jefferson Davis Plaque in Hornbrook near the Oregon border by Division Commander Williams and Kevin Street of the Bakersfield/Tehachapi camp. The plaque was in danger of being removed by unknown persons, possibly by officials from the city. *At Right we see Camp 302 Commander Jim Millsap and Division Commander Robert Williams presenting the retrieved plaque to UDC*

*California President Cristina Hurst-Loeffler at that time. Ms. Livingston had reported in her updated article that the plaque had been removed in June. What is surprising here is that many locals in the area were not aware of who and when it was taken. Of course, we compatriots of the California Division and the ladies of the UDC know.*

Commander Millsap also came across another article written by Eric Neumann, of the Jefferson Public Radio published in June after the plaque was rescued. Neumann mentions the town of Hornbrook, a small community of 250 people just 10 miles south of the Oregon border. And, like other writers of this



region, he asks why a Confederate monument was placed in this part of the country. *The welcome sign, pictured at left, shows three stone monuments. We see that the right stone is conspicuously missing the UDC plaque. Mr. Neumann ask in his article, How did a Confederate Monument in Northern California Get Removed? He goes over much of what Jill Livingston has already told us but, much of the article, shows his bias in his use of data from the Southern Poverty Law Center talking of the missing plaque as being just one of 1700 Confederate symbols they have been identified and, as he says, the disappearance of this plaque is another example of removing symbols of America's racists past.*



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*(Naming a Highway Continued from Page Nine)*

Neumann quotes Ms. Kira Lesley of the Southern Oregon Historical Society as saying that her understanding of the placement of Confederate monuments around the country in the early 20<sup>th</sup> century by the United Daughters of the Confederacy, was to promote the “Lost Cause” of the Civil War, to preserve Confederate history and, with this narrative, promoting the Confederacy as noble fighting for state’s rights rather than slavery. While there is accuracy in her way of thinking, an inordinate number of modern historians emphasize that her approach as well as that of others is revisionist history, while we of the SCV and UDC, heartily disagree with these historians feeling that it is the other way around.

A lot of folks in Hornbrook are scratching their heads, asking if the plaque was formally removed or ripped out in protest? Lesley of the Southern Oregon Historical Society does not know. The California’s Siskiyou County Historical Society does not know, and representatives from Caltrans or the local county planning department are in the dark as to the whereabouts of the missing plaque. Will they keep guessing? Let’s hope so; probably not for long however. Many of the locals, as we have seen, were not even aware of the JDH plaque being there. For the few who are knowledgeable of the plaque and those opposing what the Southern Confederacy represented, are probably glad it is gone but, even for them, it will soon fade from memory.

Finally, what exactly is in a name? Jessamyn West comes close to expressing what we think in her *Hide and Seek*:

*I understand why one wants to know the names of what he loves.....  
Naming is a kind of possibility of caressing and fondling.*

A bit dramatic for our purposes? perhaps. But, in our caring and love for our Southern heritage, the Jefferson Davis Memorial Highway - what’s left of it along with its markers –strikes a similar chord as it winds its way across country. Still, to the United Daughters of the Confederacy, who labored so tirelessly to establish and place their cherished plaques and monuments along the route and bring it into fruition, can also justly, with honor and pride, call it their highway.

***Sources:***

- 1) Jefferson Davis Memorial Highway – General Highway History – Federal Highway Administration.
- 2) Living Gold Press, *The Jefferson Davis Highway Out West*, Jill Livingston 2003, 2007, 2014, Major Revision 2017, 2020.
- 3) Jefferson Public Radio, *How Did a Confederate Monument in Northern California Get Removed*, Erik Neumann, June 2020.

***Jim Stephens***





### ***2020 Black Powder Shoot***

Camp 302 hosted another successful musket shoot, an annual event, taking place Saturday, October 3<sup>rd</sup> at the South Bay Rod & Gun Club in Dulzura. Commander Millsap reported that this year, very few musket issues occurred during the event.

Eleven participants attended. Camp members: Commander Jim Millsap, Lieutenant Commander George Faircloth, Compatriots Steve Smith, Ira Lack, and Mike Climo. Guests included Deanne Smith, Rick & Monica Favela, Joanie & Randy Wetter and Gus Goetch.

As in past years, the fee was \$20.00 and David Boyle once again was there to act as Range Safety Officer offering, as usual, his great technical assistance where needed. His partner, Joanne Frazier who likewise has provided valuable advice in times past and served as photographer in previous events, could not be present this year.

Before the shooting began, Steve Smith and Mike Climo prepared the shooting blocks containing the five rounds including the powder and caps each shooter would use during the competition. Ira Lack and Jim Millsap set up the targets as this was going on. Following the Safety Brief by Millsap and Smith, the firing and fun began.

After the musket shoot was completed, some members broke out their Black Powder Civil War era pistols and more modern weapons for additional shooting before the event came to an end. They included Commander Millsap's several revolvers, .357 Henry Rifle and his .22LR. Gus Goetch got a chance to fire his 30-30.



With COVID restrictions this year, there was no shared food with only sodas and water available to the participants. Overall, everyone had a much better time at this year's shoot. Thanks is extended to all members and guests who drove all the way to Dulzura this year to fire off a few rounds. Hopefully COVID will become a bad memory and Camp 302 and friends can look to 2021 for the next get together. And, as always, thanks to Don Gussler, the range manager who was very cooperative in having Range #2 ready to go in plenty of time.



### ***Next Camp Meeting***



Camp 302 will gather on Saturday, November 14th at Marie Callender's Restaurant, 6950 Alvarado Road in La Mesa for a Breakfast/Business session as our final official meeting for 2020. This is scheduled for 11:00 AM till 1:00 PM. Thanks to Chaplain Jim Coulsby for setting this up for the camp as it will allow our members in south county to have a shorter drive. Good food and comradery are always in the offing along with important business matters to discuss. As always, we hope to see as many of our fellow members and guests as possible. The new membership cards will be available at that time.

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#### **UNITED VETERANS MEMORIAL SERVICE**



I talked with Mr. John Vorhies of the Marine Corps League on Monday, the 19<sup>th</sup> of October to see what changes have occurred, if any, in the planning of the monthly ceremony honoring the county's deceased veterans. Apparently, nothing. Colonel Jack Harkin (USMC Ret.) who assumed the leadership of the Veterans Memorial Center after Captain Will Hays (USN Ret.) departed, had indicated to me that he hoped to open the museum on a limited basis in mid-September due to the COVID restrictions. With no communication between him and John Vorhies and, that the Marine Corps League has not put together a plan; we are still on hold. Our good friend John told me that as far as he and the league are concerned, we will always be welcome as a color guard in our Confederate uniforms. Many of our members will recall it was Jack Harkin who notified me some time ago when we were still marching in the Veterans Day Parade that we could no longer carry the Confederate battle flag. Whether he would object to our being in his museum in uniform remains to be seen. As I have said for the past several months; Stand-by.

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## ***Happy Birthday Stuart Hedley***

Many of our camp members and several of those in other camps throughout the state who attended the 2011 California Division Reunion, hosted by Camp 302 at MCAS Miramar, will surely recall sitting in on the fantastic talk given by our guest speaker, Stuart Hedley regarding his experiences during the infamous attack on Pearl Harbor, December 7<sup>th</sup> 1941.



Stuart, a native of Miami, Florida, joined the Navy in 1940 and, as a Seaman Apprentice, was initially assigned to the USS West Virginia (BB48.) When the attack began on the morning of the 7<sup>th</sup>, Seaman Hedley was manning the Right Gun in Turret 3 as a Gun Pointer in the 16" Battery. The West Virginia was hit several times, sustaining extensive damage. Hedley and one fellow shipmate were the only survivors in their turret.

Following Pearl Harbor, Stuart was aboard the USS San Francisco (CA38) and, while assigned there, he participated in the battles of Wake Island, Bougainville, Esprit Santos, Guadalcanal, Rabaul, Kwajalein and many others. While a crewman aboard

the USS Massey (DD778,) Stuart talked of surviving numerous Kamikaze raids and witnessing the surrender of Japan at the end of the war.

In 1947, he was assigned to the Navy's Deep-Sea Diving School in Washington, DC as a YDT-5 Boat Engineer. It was there he met his future wife, Wanda, who was then working for the FBI. They married in 1949.

Stuart had many duty assignments during his career. Among them, the USS Dashiell (DD659) from 1951 to 1955 and, while deployed to the Korean area during that conflict, he witnessed the skirmish at Wonsan Harbor. Hedley's final assignment in the Navy was aboard the USS Prairie (AD15.) Chief Electrician's Mate Hedley retired from the U.S. Navy on August 29, 1960.

He would work for the La Mesa-Spring Valley School District and as an Infrared Inspector on MSC ships and aircraft carriers before finally retiring for good in 1996.

Stuart would not stay inactive. He has long been associated with the Pearl Harbor Survivors Association. We in Camp 302 have long known him over the years as we would see and talk with him at the Veterans Memorial Center during our color guard duties. You just did not shake hands with Stuart when greeting him; he would give you a great manly hug. He is aboard the USS Midway Museum during Pearl Harbor memorials and as a WWII speaker. My wife Trish remembers him well as he spoke many times at El Camino High School for Veterans Day talks.

Stuart lost his dear wife Wanda a few year ago but has managed to keep going with indomitable energy. Jill Hammons, Director of Membership on the USS Midway, announced that Stuart celebrated his 99<sup>th</sup> Birthday on the 19<sup>th</sup> of October.

For those who know Stu Hedley, he is not finished yet.

