

Gen. Morgan's Spectacular Raid



FRIGHTENED THREE STATES - John Hunt Morgan was a brigadier general of cavalry in the Confederate Army of Tennessee. A resident of Kentucky, Morgan moved his militia company south when that state became pro-north. He made a series of raids from Tennessee to Kentucky with great success. He started his longest - and last - raid on July 2, 1863. It was to be cal-

led the Ohio Raid and took him farther north than any other Confederate unit. But the Federal cavalry closed in on Morgan at Beaver Creek, Ohio, where with only 400 men of the 2,600 with which he started, Morgan surrendered. In this drawing from the Library of Congress collection, Morgan and his men are depicted in an Indiana town. (UPI)

By MERTON T. AKERS
UPI Correspondent

John Hunt Morgan was a first-rate fighting man. He was a brigadier general of cavalry in the Confederate Army of Tennessee commanded by Gen. Braxton Bragg. He fought his way farther north than any other Confederate commander in the Civil War, farther north than Gen. Robert E. Lee's Army of Northern Virginia penetrated in his second invasion which failed on Cemetery Ridge at Gettysburg.

Morgan was made of the same stuff as other famous Rebel cavalry raiders. He had much of Jeb Stuart's flair for the spectacular - plumed hats, high boots and flowing whiskers. He shared with Nathan Bedford Forrest the ability to ride fast, hit hard and baffle pursuit. Like John S. Mosby he could outguess Federal cavalry and raid almost at will.

All of these qualities, which made him the darling of the Confederacy for a time, he came by without formal military training. His only military service before the Civil War was a short stint in the Mexican War as a lieutenant.

Moved to Kentucky
He was born in Huntsville, Ala., June 1, 1825. By 1830 his father had moved to Lexington, Ky., where he worked for his father-in-law, John Hunt, a planter and race horse breeder who left a fortune of nearly a million dollars.

Morgan was reared in the Blue Grass tradition of fast horses, bourbon whiskey, gambling and dueling. He attended Transylvania College in Lexington where President Jefferson Davis of the Confederacy had gone to school.

Near the end of his second year he was suspended from college, the reason not noted on the records. He never returned.

The start of the war found Morgan a substantial business man in Lexington and captain of a militia company. When Kentucky proclaimed itself "neutral" after Fort Sumter, Morgan became impatient to start fighting but the time did not seem right and he kept drilling his company.

The day the first battle of Bull Run was fought - July 21, 1861 - his invalid wife, Rebecca, died.

First Tricked Enemy
In September, Kentucky definitely having turned pro-Union, Morgan first tricked the enemy.

His company was pro-Confederate in that divided state. The pro-Union state authorities ordered him to turn in

Senate Committee Schedules Witness

Washington - (UPI) - Roy Wilkins today was scheduled as the first Negro witness to testify before Congress on President Kennedy's bill to ban discrimination in hotels, motels, restaurants and other public facilities engaged in interstate business.

Wilkins, executive secretary of the National Association for the Advancement of Colored People, was to testify before the Senate Commerce Committee.

The committee has been studying only the public accommodations of the administrator's omnibus civil rights package. Other parts of the bill were being taken up by the Senate Judiciary Committee and a House Judiciary Committee.

House To Be Asked To Reconsider Action

Washington - (UPI) - The House Foreign Affairs committee will be asked to reconsider its action rejecting restrictions on U. S. foreign aid to Indonesia, it was learned Saturday.

The move, sparked by aid supporters who fear the House would vote tougher limitations if the committee does not act, is expected early this week.

THIS WAS THE CIVIL WAR

000 miles over Kentucky, captured and paroled 1,200 prisoners and destroyed mounds of supplies, losing about 100 men.

His enod raid was smaller but this time he occupied his hometown of Lexington.

The third raid with about 4,000 men bagged 1,887 prisoners with the loss of only 2 killed and 24 wounded. This time he destroyed about \$2 million worth of supplies.

Started Ohio Raid
He started his last and longest expedition - called the Ohio Raid - on July 2, 1863.

Bragg had authorized him to raid only in Kentucky to hamper operations of Union Maj. Gen. William S. Rosecrans who was threatening Chattanooga, Tenn. Bragg vetoed Morgan's plan to strike across the Ohio River into the untouched areas of Indiana and Ohio. But Morgan had other ideas.

With 2,460 men and four guns Morgan eluded 10,000 Federal cavalry who were supposed to be on guard against such raids, crossed the Cumberland River at Burkesville, Ky., and headed north.

On July 4 he came to Tebbins Bend on the Green River and his first fight. He ran into a small but determined Union regiment of about 400 men, the 25th Michigan command-

ed by Col Orlando H. Moore, another fighting man. The Michiganders were strongly entrenched.

In his best raiding style Morgan sent a flag of truce to Moore and demanded a surrender.

"If this were any other day, I might, but on the Fourth of July, I must have a brush first," Moore replied.

Morgan assaulted Moore's intrenchments with his troops dismounted. The 11th Kentucky was repulsed. The 5th Kentucky followed and suffered the same fate.

That was enough for Morgan. He pulled out his troops and rode around the Federals with 36 killed and about 50 wounded. The Federals lost 9 killed and 26 wounded, one of whom was Lizzie Compton, a Canadian girl who had been successfully masquerading until a surgeon ripped open her shirt to probe a shoulder wound. Miss Compton recovered and was discharged with honor.

Brother Killed

The next day Morgan fought the Federals again at Lebanon, Ky., where his brother, Tom, was killed. Here he took 400 prisoners and pushed north again to the Ohio River where he crossed on July 8 at Brandenburg, Ky., on two captured steam-

A day later he was in Croydon, Ind., where he learned from an innkeeper's daughter that Lee had failed at Gettysburg and that Vicksburg had surrendered. This dashed Morgan's hopes that he might ride east into Pennsylvania and join with Lee. But he pushed on.

By this time all of Indiana and much of Ohio was confused and fearful. Troops were called from Michigan and Illinois and from as far away as Kansas. Indianapolis shored up its defenses.

Farmers hid their horses. Women and children took to the woods. Home Guards mustered at crossroads with shotguns and flintlocks. As often as they gathered they were brushed aside by Morgan's men but each skirmish slowed the raiders and speed was essential.

The flying columns rode into Salem, Ind., turned northeast and entered Ohio at Harrison above Cincinnati.

They never stopped as they skirted Cincinnati as that was Federal headquarters for the area and swarmed with troops. Morgan's men rode 95 miles in 35 hours without rest or food, stopping only to skirmish. Probably no cavalry ever rode that far in as short a time.

had been riding hither and yon over three states with no success, began to close in as Morgan pushed east across Ohio parallel to the river, stopping only to remove barricades and fight out of Home Guard ambushes.

Morgan headed for Bluffington Island in the Ohio below Portland, Ohio. Here he thought he could cross the river and return to the South.

But he was trapped on July 19 by Federal cavalry and gunboats. The battle went against him and about 700 of his men, under Col. Basil Duke, his brother-in-law, surrendered. About 300 escaped across the river.

Rode North

As Duke fought the Federals Morgan cut his way out with about 1,000 men and rode north.

On Sunday July 19 the raid came to an end at Beaver Creek, Ohio, near New Lisbon. This was Morgan's farthest north point.

Two fresh Union cavalry regiments caught up with him. He now had only about 400 men and he surrendered without another fight.

Of the 2,460 men Morgan started with about 400 escaped. The rest were captured, killed, wounded, straggled or deserted. He had ridden about 1,000 miles and overall his men averaged about 20 hours per day in the saddle for the 25 days of the raid.

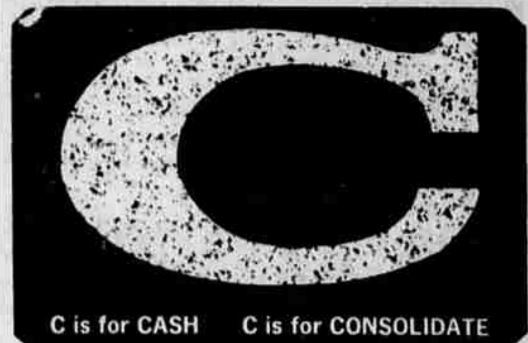
What did Morgan accomplish? Not much, militarily. He occupied some indefinite numbers of troops who might

MEDFORD, OREGON, MONDAY, JULY 22, 1963

have reinforced Rosecrans. He burned railroad stations and bridges and frightened two states.

But the raid was spectacular. And that was what Morgan liked.

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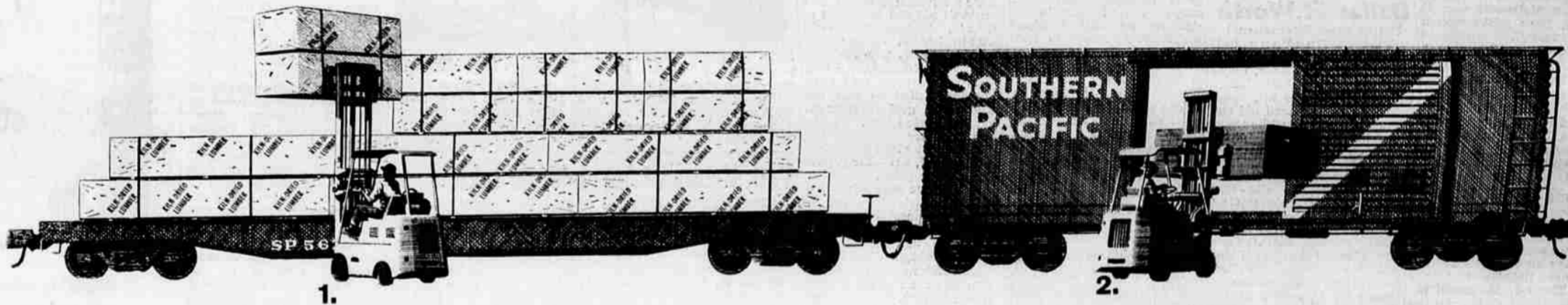


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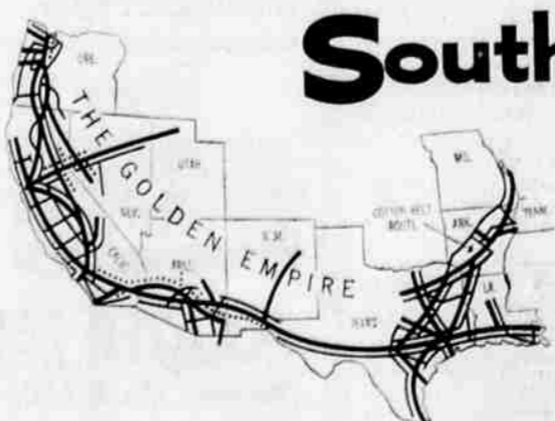
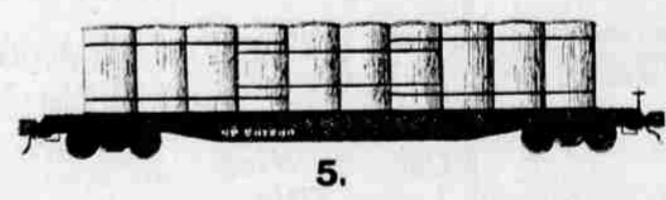
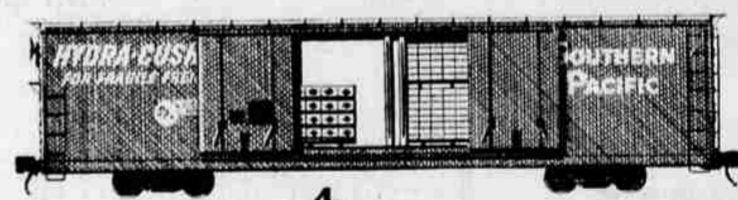
\$25 TO \$1500
City

S.P.'s big lift for Oregon's economy in 1963



- \$11,500,000 for 1,150 new flat cars, being built in Oregon** primarily for movement of finished lumber and other Oregon forest products. Builder of these 53-foot-long cars is Gunderson Bros. Engineering Corp., Portland. Initial 400-car order is currently being delivered. Remaining 750 cars will be placed in service during the next several months.
- Conversion of 750 standard box cars to wide-door design** for shipments of Oregon plywood. The new 10-foot doors on these 40-foot-long cars permit fast mechanical loading and unloading. Diagonal door stripe codes cars for immediate return to Oregon.
- Another 500 double-door box cars**, added to S.P.'s wide-door fleet in 1962, and now assigned to Oregon service for hauling plywood and packaged lumber. Like the newly converted wide-door box cars, these 50-foot-long, "yellow door" cars say, "Send me back to Oregon."
- 1,300 new "king-sized" Hydra-Cushion box cars** being delivered to S.P. this summer and fall, are well suited for carrying paper, canned goods, and other Oregon products needing extra protection. These new 60-foot cars can carry twenty percent more freight than 50-foot box cars.
- New "floating-load" tie-down technique** can speed loading and reduce shipping costs for other forest products besides finished lumber. Here, twenty huge rolls of paperboard ride secure and protected on one of S.P.'s new 53-foot, Oregon-built flat cars.

These latest additions to the Southern Pacific freight fleet are part of S.P.'s expanded, multi-million dollar program to provide Oregon industries with the special equipment they need to move Oregon products to market. Moreover, the stepped-up order for flat cars represents a significant contribution to Oregon's economy, both in dollar volume and in use of Oregon materials and manpower. Overall, these new S.P. equipment purchases boost Southern Pacific's expenditures above \$187 million for more than 19,000 new freight cars in the past six years.



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