

THE CANNON'S MOUTH

newsletter of the
California Historical Artillery Society

"Mike Johnson Chronicles"



March 2013

Commander's Call

Alan Ginos

March is upon us and hear this, the 3rd U.S. is out of winter quarters and preparations for this season's campaigns are under way. Shake off the winter doldrums and get ready to participate.

This past weekend Lt. Dombroski with the help of Cpl Boyd and Pvt Sullivan accomplished some major painting and prep work on gun 1. It is almost ready to roll out of the shop. Cpl Boyd fixed some trailer wiring and mechanical issues, and Pvt Sullivan returned cleaned uniforms and put them away in the unit van. Then took home the boot supply to clean and return--now that is above and beyond the call. Pvt. Hayes came by on Sunday to lend a hand (literally, since he had a broken arm in a sling) and helped with the painting of Gun 1.

One thing is for sure this season, gun NCO's will be tasked with keeping up with the maintenance of their assigned equipment under Lt. Dombroski's demanding eye. You are forewarned.

Driver and cannoneer training will be offered twice in March at Salinas March 9-10 weekend to be coordinated by Cpl Flint. Safety testing and paperwork will be performed to get it out of the way.

Then the same training will take place the weekend of March 23-24 at Casini Ranch under Captain Ginos' supervision. There our headquarters will be the rec hall for both food and bunkhouse so bathrooms and showers will be available for free. The idea for both is to work up a team of horses in Salinas, then a

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Dispatches from the Dog Tent

Ted Mitjovich

Our 2013 reenacting season is off and running with cannon live fires, cannon displays, work parties, and battle encampments. All is in line for a busy and fun reenacting season.

I would like to make another reminder pitch to review the donation letter sent at the end of last year. We are in **critical** need of financial help for **our** organization. We are looking for those members, and/or friends of ours, who can afford to help the club with a horse sponsorship. As stated previously, we have many on-going unit maintenance expenses and horse care expenses that need our attention and these all involve work and cash. So please review that request letter and do what you can to help our unit and preserve our historical educational organization.

The next board meeting is Sunday April 14th, 2:00 pm, at the San Ramon Marriott. As always, any member in good standing may attend or you may contact your member at large to send along any message. We look forward to your attendance.

Gettysburg Update

The March 1st deadline to get your \$500 to Janice Neikirk to attend either or both Gettysburg events has past. If you are going and have not put up your funds, do it soon or forget about it. Lt Dombroski is now handling event logistics, and Cpl Iggy will handle registration and packing of personal gear into the white horse trailer at the Gibson Ranch event.

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Ahhhh, logistics, logistics, logistics.....

(GETTYSBURG ~ Continued from page 1)

Iggy will put out an article on that subject soon to direct your efforts. As of this time Paul Casini will use his Freightliner to haul the horse trailer with room for one passenger. John Boyd has offered to tow the gun trailer cross country and has room for one rider. Dennis Lenz and William Johnson were the first to put up their hands to co-drive and help along the way, so these four have first rite of refusal on seats available. There may be others wanting to drive back and caravan or not; if you do then you will need to let Ken Dombroski or Alan know so we can put your name in the mix along with how many riders you can take with you, or that you would like to ride with someone.

150th Gettysburg Reenactments

Ken Dombroski

CHAS will be attending the Blue Gray Alliance (BGA) 150th Gettysburg reenactment, 27-30 June 2013, back east. This event will take place one week prior to the larger Gettysburg Anniversary Committee (GAC) reenactment, 4-7 July, which we will also attend. The two events are separate and run by different and competing reenactment organizations. The good news is that both events, while different, promise to be fun. We plan to bring two guns, one limber, and seven horses to both events. For both events, we will be under the command of the Federal Artillery Reserve, headed by Col. Rick Dennis.

Ken Dombroski is the CHAS coordinator for the BGA event. Ken registered Btry. L&M, 3rd U.S. Artillery, and those members who paid him at the CHAS annual meeting.

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Q: Have you read the book, "100-mile Horse Trek"?

Q: Who wrote it?

A: Major Bumsore

Alan Ginos is the CHAS coordinator for the GAC event. He has registered Btry. L&M, 3rd U.S. Artillery and those members who had paid him up through 15 February.

For those of you who are interested in going to one or both Gettysburg events, but who have not paid your fees to Alan and Ken, please contact Alan and Ken for information on how to register for the events.

***Blue Gray Alliance (BGA)
150th Gettysburg Reenactment***

The Blue Gray Alliance (BGA) 150th Gettysburg reenactment is being run by reenactors primarily from the mid-west and western states and is the smaller of the two events. The BGA put on the Shiloh reenactment in 2012 and received very favorable reviews from the participants. The location for the BGA Gettysburg reenactment is farm a few miles southwest of the town of Gettysburg. It is a three day event, with Friday, 28 June, reserved for reenactor only tactical battles. Saturday and Sunday events are open to the public. We plan to arrive on Thursday, 27 June, register, set up camp at the BGA event, and stay through Tuesday morning, 2 July.

Below is the tentative schedule for the BGA battles:

Friday, 28 June:

8:30am – The Battle begins, Buford's Stand, The Railroad Cut, McPherson's Ridge
7:00pm – Culp's Hill, East Cemetery Ridge

Saturday, 29 June 29:

9:30am Hanover Cavalry Battle
2:00pm – Devil's Den, Little Round Top, Wheatfield, Peach Orchard
8:30pm – Culp's Hill (Ewell's Attack)

Sunday, 30 June:

10:00am – Cavalry Battle of East Cavalry Field
12:30pm – Pickett, Pettigrew and Trimble Charge

For more information on the BGA event, see

their website: <http://www.bluegraygettysburg.com/index.html>.

There are some additional smaller events, including potential horse rides, in the Gettysburg area between the two big reenactments, but at this point CHAS is committed to only the BGA and GAC events. This may change as more information on the other events becomes available and we decide to participate. In any case, we plan to camp only at the BGA and GAC sites, moving once, to minimize logistical and transportation problems. The BGA folks were very accommodating by allowing us to stay over and camp on Monday night.

***Gettysburg Anniversary Committee (GAC)
150th Gettysburg
National Civil War Reenactment***

On Tuesday morning, 2 July, we will break camp and drive 10 miles to the GAC site, a farm a few miles northeast of Gettysburg, register, and set up camp. The four-day GAC event begins on Thursday, 4 July and runs through Sunday, 7 July.

The GAC reports that their 150th Gettysburg National Civil War Reenactment has over 7,000 reenactors registered so far, and they are expecting at least 8,000. The GAC expects about 400 cavalry will participate. More than 130 cannons are already registered – with 10 of the cannons being horse-drawn, including CHAS's two pieces. This could be the largest concentration of reenactor artillery ever seen. For artillery reenactors, this event is likely to rival the September 1997, 135th Antietam event, considered by many as the greatest artillery reenactment to date.

To put this into perspective, during the actual Gettysburg campaign of 1863, the Army of the Potomac fielded 372 guns in 67 batteries (mostly six-gun) and the Army of Northern Virginia brought 283 guns in 70 batteries (primarily four-gun) into Pennsylvania.

For the GAC event, the Federal artillery will be grouped into field batteries of about six guns each and divided into two artillery bri-

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gades. The plan now is for the horse drawn guns to be placed together into a separate mounted battery. Depending on the scenarios, we may operate with the cavalry.

Below is the tentative schedule of the GAC battles:

Thursday, 4 July:

11:00 a.m. - Battle: "The Devils to Pay" 1st Day Struggle, Willoughby Run

6:00 p.m. - Battle: "Crossroads of Destiny" Federal & Confederate Troops Pour into Battle

Friday, 5 July:

11:00 a.m. - Battle: "Springing The Trap" Cavalry Battle at Hunterstown

6:00 p.m. - Battle: "A Bloody Harvest" Feroocious Fighting in the Wheatfield

Saturday, 6 July:

11:00 a.m. - Cavalry Battle: "We Have No Time" Stuart Arrives on the Battlefield

1:00 p.m. - Battle: "Hold the Line" - Gallant Rally at the Klinge Farm

6:00 p.m. - Battle: "Thundering Hell" Defending East Cemetery Hill

Sunday, 7 July:

11:00 a.m. - Battle: "Come On You Wolverines" East Cavalry Field, followed by a Grand Review

3:30 p.m. - Battle: "The High Water Mark" Pickett's Charge

For more information on the GAC event, see their website: <http://www.gettysburgreenactment.com/>

We intend to remain in camp Sunday night and head back to California on Monday, 8 July.

Ken's tips for those going to the events

For those CHAS members intending to fly, the closest major airport is Baltimore-Washington International (BWI), about two hours from Gettysburg, depending on the traffic. Dulles airport in Northern Virginia, is a little further away, but is likely to have more flights. For those flying in for the BGA event, flights, rental cars, and traffic should not be significant problems. For those flying in later for the GAC event, expect fewer seats on flights, a shortage of rental cars, and heavy traffic.

Remember, this is the 4th of July week, and everyone in the DC area heads out of town and the tourists pour in. The Gettysburg area is rural and the roads are mostly two-lane. Expect very heavy traffic before, during, and after the GAC event. Virtually all the motels and

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Bon Voyage!

Terry & Karla Thompson recently traveled cross country as Karla is now in Electrician's Mate School in Yorktown, VA. They visited the National Museum of Nuclear Science & History in Albuquerque, NM; the National Cowboy & Western Heritage Museum in Oklahoma City, OK; the Old City Cemetery in Lynchburg, VA; Appomattox Court House National Historical Park, VA; and,

Tredegar Iron Works in Richmond, VA. The intrepid duo met some pretty wild weather – snow through Flagstaff, hail in New Mexico, and more snow in Virginia. They stayed a couple of nights with Sue Ensign up in Spotsylvania, VA.

Karla will be 'back East' for about 5 months. She is looking forward to touring battle fields, monuments and cemeteries. And she is looking forward to riding with Sue's daughter, Lindsay, playing with Sue's grandkids, and maybe even learning something about electricity.



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second team at Duncans Mills to be ready for action at Prado. Team 2 at DM has already paraded through the campground on their own President's Day weekend when we were quite busy, so this time around they will parade as a dressed team pulling the limber/gun and under control. Now it can be said that the horses running through the campground was actually a crowd pleasing event but not an ideal situation. Big Guy either led the breakout or was running away from the rest of the herd.

Early signups for Prado are heavy on drivers and teamsters, but short on cannoneers to man two guns. The next call will come out shortly. We will eat with the 2nd U.S. Cav again, and this year the event site is allowing us to set up on Thursday and depart on Monday for any that choose to do so. Teamster Casini and Captain Ginos are seriously thinking about taking this course going directly from DM to Prado and back. Carpool opportunities will be available from both DM and Salinas. Watch for a second call to arms in the next week or so.

Thankfully the online and Cannonsmouth schedule of events are up to date as we know it for the rest of the year. April is very busy with Prado, then the PG parade, then Mariposa on three consecutive weekends. Step up and be involved so the same people don't have to do it all.



Editors Note: Our gallant Sgt. Terry traveled back home in a Pumper Truck. She must have some delicious stories to tell about the trip WEST ~ JN

The Round Up

Dee Murphy

As anyone who attended the CHAS yearly meeting knows, we are in great need of donors and sponsorship to keep CHAS afloat.

I took the donation issue upon myself last November, and wrote to the USTA, United States Trotting Association. I decided to write a letter to the USTA after "gleaning" email addresses off of the Internet. I then sent emails to as many people as I could find in hopes of having someone pass my email on to a person in charge.

I received an email back from a lady named Ellen Harvey. Ellen is the USTA Standardbred Horse Program/Harness Racing Communications Director. Ellen asked me to describe the horses we own in CHAS (Ha, Ha, Ha! They all look pretty much the same to me other than black or bay! Had I remembered to write her we had 35 horses?).

I began to email Ellen often and she continued to ask me to get tattoos on the horses by bringing them into the barn, turning the lights off, and using a "black-light" flashlight. Great, did I mention we had no barns and no extra helpers? She said to get a razor (Bic) and "just shave off the hair on the neck!" JUST!

At the January 20TH meeting, I asked Alan to please ID the horses at Camp Caisson. He said he would have the Sonoma State riders help him out. I then got another email from Ellen, which worried me a bit, when she asked how come we had not done our part so that the USTA could send their donation, especially since they had a small amount of money, and a smaller amount of time, to donate to CHAS in support of Gettysburg.

Well, UH, UM, UH!!! as I tried to wiggle a little more time to get down to Camp Warhorse to do this, Alan also called me and asked if I would mind showing up at Paul's to help ID the horses they have there on Monday! Really,

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Fun! I mean Fire!



Fire!

Terry Thompson

The annual gathering to test the true power of the cannons was held on February 2nd in the hills above Orosi, CA. Four cannons from the 3rd, 5th and 6th US set up and fired at targets. We had barrels with water, standard targets and silhouettes for canister fire. Several whole cannonballs were recovered as well as smashed cannonballs. Canister marbles don't do anywhere near the damage that ball bearings cause, good to know. To watch the ball bearings skip across the ground is just awesome and amazing. All cannoners need to add this type of event to their bucket list.



Ball Bearings AKA Ammo



The Damage

NICE!

Moorpark~ Voyage of Omens

Paul Casini

Our story begins early in the year. One of the issues of the advanced stage planning for the annual trip to Moorpark began with ideas about transporting the rolling stock and teams along with building personnel and trying to co-ordinate cannoneers and drivers, teamsters and vehicle transporters. The captain and his first shirt were putting their heads together to make this long trek both a success and enjoyable for all attending.

Early on, I came up with an idea to modify

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the new horse transport so that it could be pulled by my old truck tractor. This was to be a trial run for the much anticipated Gettysburg trip across country. So after clearing it with the Captain I purchased an adaptor for the gooseneck hitch and began the process to mount fenders onto the truck. Fenders are required when a trailer doesn't cover the drive tires.

On a hunch I posted a note on the Bugler asking for help in preparation to move the team down and sure enough Norm Hewitt volunteered to come down off the mountain and help. Good thing I didn't mention how much work was needed otherwise he may have thought twice. But nevertheless, Norm jumped in with both feet. For you see the notorious,



dirty, rotten, scoundrel, Mr. Murphy, reared his ugly head and decided to unload a boat load of unexpected company work that I couldn't get out of. Several unplanned deliveries and jobs suddenly took up all the scheduled prep days. As usual, the detailed planning went screaming out the window.

I thought to myself, "This is a bad omen!"

But with Nancy and Nichole working to prepare the horses and Alan, Norm and I fabricating on the truck, we adapted and overcame. However, our plans to depart on Thursday afternoon and lay over at Warhorse were soon forgotten as we ended up working till well after midnight on the truck and trailer. We finally decided to get a couple of hours sleep and then load around 3am for the run to Warhorse and beyond.

Of course, I couldn't sleep so I got maybe 1 hour rest while thinking I had about 16 hours drive time ahead of me.

I thought to myself, "This is a bad omen!"

We got up early and hooked up the trailer but soon found that neither the brake lights NOR the trailer brakes worked.

I thought to myself, "This is a bad omen!"

Well no time to fix this so let's catch horses. Norm and I grabbed lead ropes and walked into the dark toward the corral where the team was looking impatiently for someone to feed them. We started catching and loading horses but sure enough, Princess, in all her fat head- edness, dashed thru the gate nearly mowing both of us down and ran off in the dark.

I thought to myself, "This is a bad...."

We finally got the others loaded and went looking for Princess. Thankfully, she wasn't hard to catch and got her loaded. We grabbed our radios, loaded our two trucks with our personal gear and took off towards town only about an hour behind schedule.

We got about a mile down the road and I started to smell smoke. The kind of smoke that smells like a wiring fire and not just an exhaust leak or a brake on fire or a carpet burning from a dropped cigarette. You know, nothing as minor as that. I started my pre-panic check list by shutting off heaters, turning off unnecessary lights like trailer light and such, unplugging phones and radios but to no avail. The smoke thickened and it began to get difficult to see and breathe. I began to worry about what a safe 'bail out' speed would be or what would happen to a herd of loose horses on the highway at night. How was I going to explain this one?

I thought to myself, "This is a...."

So I called Norm and after considering our situation (easy for him since he wasn't in my truck) we decided to just roll down the windows and continue on. Did I mention that it was freezing out?



Well thankfully, whatever wires that were burning didn't affect anything too important and the smoke started to clear. By the time I got to Warhorse I could breathe without cough-

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RE-ENACTOR FLYER ONLY
10th Annual

CIVIL WAR RE-ENACTMENT

APRIL 6th AND 7th, 2013

TROOPS NOW FORMING FOR BATTLE AT

PRADO REGIONAL PARK

A

SOUTHERN CALIFORNIA CIVIL WAR ASSOCIATION SPONSORED EVENT

WITH SUPPORT FROM THE

**CITY OF CHINO, SAN BERNARDINO COUNTY REGIONAL PARKS, SURROUNDING COMMUNITIES
AND**

THE CITY OF CHINO'S BOY SCOUT TROOP 202

!!!!!!! INVITE YOU TO RELIVE AMERICAN HISTORY !!!!!!!

2 SHOW BATTLES WITH LIVING HISTORY AND ENCAMPMENT TOURS DAILY

SHOW BATTLES SCHEDULED FOR SATURDAY 1:00 P.M. & 5:00 P.M., SUNDAY 11:00 A.M. & 3:00 P.M.

HAY/FRESH WATER/HOT SHOWERS/FLUSH TOILETS/COMMEMORATIVE PATCH

**IN GROUND FIRE PITS WILL NOT BE ALLOWED AT THIS EVENT. ONLY ABOVE GROUND STOVES WITH WATER/SHOVEL PRESENT
75 FULL HOOK-UP CAMP SITES AND HORSE RENTALS AVAILABLE WITH ADVANCED RESERVATION**

\$2.00 REGISTRATON FEE FOR ALL PARTICIPATING RE-ENACTORS. 12 YEARS OF AGE AND OLDER. LEGAL GUARDIAN MUST BE PRESENT

**\$150. BLACK POWDER REIMBURSEMENT FOR THE FIRST 20 FULL SCALE GUNS REGISTERED
\$1,500. BLACK POWDER REIMBURSEMENT WILL BE AWARDED TO EACH MOUNTED ARTILLERY
UNIT WITH (ARTILLERY PIECE, LIMBER AND 4 HORSES MINIMUM)**

!!!!!! MOST AUTHENTIC AWARDS FOR U.S., C.S. AND CIVILIAN CAMP !!!!!

-HIGHEST AUTHENTICITY STANDARDS APPLY-

SUTLERS WELCOME WITH PRIOR AUTHORIZATION (ONLY!) SUTLER FEE \$150.00

THE FIRST 20 SUTLERS REGISTERED IN ADVANCE OF JANUARY 1ST, 2013 WILL BE ADMITTED INTO THE EVENT

!!! A \$50.00 LATE FEE WILL BE INCLUDED FOR ALL SUTLERS AFTER JANUARY 1ST, 2013 IF SPACE IS AVAILABLE !!!

-SCCWA RANK RATIO GUIDELINES STRICTLY ENFORCED-

**LADIES RAFFLE SUNDAY AT TEA AND SOCIAL, MENS RAFFLE SUNDAY AFTER THE LAST BATTLE
FOOD VENDORS AVAILABLE STARTING FRIDAY EVENING - BREAKFAST, LUNCH AND DINNER**

BAR-B-Q SUPPER AVAILABLE IN FOOD VENDOR AREA WITH PERIOD DANCE SATURDAY NIGHT

RE-ENACTOR RAFFLES/PERIOD DANCE/WOMENS TEA & SOCIAL/BEST CAMP AWARDS

INQUIRIES BY TELEGRAPH WIRE TO: SCCWA - (909) 590-5797

Southern California Civil War Association is a non-profit Educational Corporation - Federal Tax ID. # 26-0575085

FOR PARTICIPANT/SUTLER REGISTRATION AND RV CAMP RESERVATIONS

Email to: FIRSTMAINE.CAV@VERIZON.NET

ALTERNATE DATE FOR EVENT IN CASE OF RAIN. MAY 4TH AND 5TH, 2013

FOR FURTHER INFORMATION OR TO PREVIEW OUR PROMOTIONAL VIDEO, REFER TO OUR WEBSITE: SCCWA.com

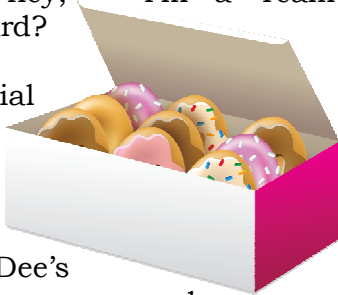
ing and could nearly make out the center line without my eyes watering.

Finally, Norm and I arrived at the entrance to Warhorse. Norm turned his transport in but I quickly found that the trailer hooked to my tractor could not make the turn in. I then tried to back in and found that I couldn't see on my blind side. Cars were backing up on Zabala as I realized I wasn't going to make it in.

I thought to myself, "This is a...."

Fortunately, Dee ran out and helped me back in. All the while the line of cars was waiting for me to clear the road. When they finally went by they all looked at me like they just swallowed a bug but hey, I'm a Teamster. Wanna see my card?

Everyone had a cordial meeting around Ted's pink box of baked delicacies as we decided who was riding with whom. Quickly, Dee's girls, Brook and Sierra ran up and asked if they could ride in the sleeper birth. I remembered first meeting them when they had made their first crooked drive to the ranch and the poor girls got so car sick. It was terrible and now they wanted to ride for 8 hours in a swaying truck sleeper?!?



I thought to myself, "This is...."

So off our merry convoy went heading for the open road. All was going great. Alan had washed the trailers and Isuzu truck before leaving Camp Caisson so we were looking good. Our line of rigs was pretty impressive and we chugged along until we came up on some farming vehicles that were running on the county road leaving a lot of dirt and mud on the roadway. I had to hit the brakes to avoid a swerving cabbage harvester and quickly realized the perils of no trailer brakes when suddenly all the truck brakes locked up and we started skidding. My heart leapt into my throat, the

seat went up my...

I thought to myself, "This...."

I turned to the girls to see if they were scared. They looked at me with a "that was cool" look on their faces. I looked in my mirrors and saw that mud had splattered all over the truck and trailer, successfully dropping the badassery factor a bunch. But we went on.

After a few hours on the road we arrived at our regular fuel and food stop. All of us voted to go into the restaurant for a quick sit down and rest but our leader, El Duce, would have nothing of it. We were 'burnin daylight' so we had to go to the strip mall for fast food. I remembered a tight entrance and parking lot. And me with a 60 foot rig.

I thought to myself,....

We made it in and all got our food. Gathering around the trailers eating our last Choke n' Puke for the next few days I quickly noticed that El Duce was impatiently pacing up and down wanting to drive and eat. No time to waste! "We can eat while we drive!" he ordered. I had ordered a salad!?!?

I thought to...

Well, after all said and done we made it to Moorpark with little mishap. Once settled in, Dennis made plans for the teamsters. The next day we hitched the ambulance and wagon and began working the teams. As usual, Buttercup was being less than enthusiastic. It's not a good idea to use lines to encourage or otherwise 'spank' the horses into action so I found a little branch or switch. Buttercup did not approve. Nor did it seem to have much effect. So I was inclined to advance to a small stock whip that I had in the trailer. That seemed to get his attention a tad more but he was still being lazy. Seems Gringo was willing to do all the work and he was willing to let her. At one time, after we had returned to camp and loaded a passenger, I tried to get the team to move out and away from the picket line. Buttercup had other plans. I was ever con-

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ME?! Um, Alan, I need to ID the horses at Warhorse too! I said yes (reluctantly), told the kids to walk home - I would be VERY late. So being of unsound mind, I said YES!

Good news ~ Alan told me I was getting a reprieve from driving to Paul's. Yay!!! So I called Dennis and asked him to meet me Tuesday to check for a few tattoos and freeze brands please.

Dennis, being the great Stable Sergeant he is, said he would cord off the herd (24 of them) so we could check for tattoos and freeze brands, and to take pictures. So I dropped the kids at school, and after a phone call from the Director of the Monterey SPCA to give me ideas on how CHAS can raise money, I headed to Warhorse. I asked Dennis if he could help, as I would greatly appreciate it.

When I arrived, Dennis had all the horses in the pasture by the bunkhouse eating but not yet caught. We began catching horses as soon as I arrived and quickly discovered - NO RAZOR! Of course Dennis said "I have one" then drove home and got his own razor (which didn't work at all). We caught horse after horse until all were caught, except for Princess and Glory, of which neither had markings.

With each horse we had to turn both lips up and look for tattoos on the lips and freeze brands on the neck. Of course to catch them we used grain. As some of the horses are slow eaters, I got a few grain induced showers down my face and neck. We lucked out. In 2011 during the last horse purchase, someone had written tattoos and brands down (THANK YOU!). We spent four hours catching, reading (or trying to read) marks and we only lost one horse.

After catching 24 horses, turning over at least 24 manes and 48 lips, we were able to find a few tattoos and freeze brands (and not ONE neck shaved). I said a big Thank You to Dennis and went home. I wrote up all of the information gathered at the two ranches and

sent it to Ellen Harvey. Even though she lives in New Jersey, she was still working when I wrote to her. She then wrote back and I will place what we have learned about some of our horses in a new article.

MORAL OF STORY: It took many, many hours of work from Alan, Dennis and I, plus a few Sonoma State students, to ID our horses. When the horses shed, please write down the freeze brands! Also, when/if we purchase any more horses, please make sure to get identification. Also, each horse will also have to be photographed as I forgot my camera at the "round-up." Ooops. Help for that project will be appreciated.

Thanks to Alan and Dennis! I could never have gotten all the information without you two!

New York Times Article

Submitted by Ken Dembroski

The New York Times

Disunion (<http://opinionator.blogs.nytimes.com/2013/02/02/the-horses-of-war/>)

February 2, 2013, 1:30 pm

The Horses of War

By C. KAY LARSON

The Civil War is not normally called a horse's war, but it most certainly was: cavalry and artillery horses, draft and pack horses and mules, approximately one million on the Union side alone. The seat of war was also the lap of America's horse culture - or, rather, cultures, north and south.

As the historian David Hackett Fischer points out, the First Families of Virginia, the fountain of Southern culture, were descendants of aristocracy and gentry — Armisteads, Lees, Randolphs, Washingtons — who largely

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cerned about not allowing the public to see us disciplining the horses even when they needed it so I was being nice with the whip. Trying to be gentle, I tickled his rear with the whip while asking him to step up. Only thing moving was his ears. So I moved from a tickle to a bit of a tap. No good. Next plateau was a pretty good slap. Nada. Moving ahead I went to whip mode. Unbelievably, he only balked. By this time my cordial asking went from grandfatherly to full blown sailor cussing and I was using the whip like an ensign on a pirate ship. Buttercup was on the fight. About that time I glanced to my left and saw my swamper worriedly looking to our right. There, standing about 6 feet away was a photographer with a lens as big as an ostrich drumstick, clicking away at us. No way. Really?

I thought....

Nevertheless, I had a lot of fun at the event. Who knows, I may have even gotten my picture in the local paper. I could see the headlines "Big meanie with a whip...". We broke camp Sunday evening, late as usual, and headed north with a long drive ahead. After a few hours we were all hungry and looking for food. Found it at Denny's and filled our bellies. Loaded up on food, we got back on the road. About two hours later I was sticking my head out the window trying to wake up. I looked over at my co driver and he was quiet as the grave. I looked back at the girls hoping for a spirited conversation to wake me up. They were sprawled out snoring. I was on my own.

I tho....

After several stops and runs around the truck till frozen we made it back to Warhorse about 2 AM. Finally some much needed sleep.

Next morning we awoke to a beautiful day, somewhat rested, and ready for the final trip back to Caisson. I was considering how fortunate and unusual this trip was since we didn't have any flat tires. Just before leaving I did my walk around checking the rig and came

across one of the trailer tires that was ready to explode. Luckily we had a spare and were able to swap it out before doing great damage to the fender. It could have blown anytime during the night run up from Moorpark but luckily it held.

I thought to myself:

"THIS IS A GREAT OMEN!!!"



**I didn't
even buy
him a
beer!**

**She's
smokin'
HOT!!!**



Sgt Thompson will not tolerate inappropriate remarks concerning the recent photograph where (s)he seems to be getting a kiss from a llama. Remarks such as, "That is the most action the Sgt has seen in a while" or "They make such a cute couple" will result in extra duty hours of shining the cannon and cleaning up after the horses.

emigrated from southwest England. This rural, manorial region supported King Charles I during the English Civil War, and owned slaves until the early Middle Ages. At least among the officers and Southern gentry, horses were signs of elite power, a symbolism that translated onto the American battlefield and, after the war, the statuary pedestals of countless Southern town squares.

In contrast, the "First Families of the North" — Winthrops, Saltonstalls and Welleses — were most associated with Suffolk, Essex and Cambridge, a Puritan region of yeoman farmers and artisans. Horses were more utilitarian, bred to work, not to race or ride to oversee the plantation.

Nineteenth-century romanticism enhanced the "chivalry" image. Sir Walter Scott's novel "Ivanhoe," set in the age of crusading knights, was a blockbuster hit in the American South. Through it, Southern planters idealized themselves as models of medieval honor, manhood, classical learning - and equestrian skills.

When hostilities began, the Confederate military was led by this dashing upper class, foremost among them Robert E. Lee. Son of the Revolutionary War general "Light Horse Harry" Lee, Robert married Mary Custis, a great-granddaughter of Martha Washington. He graduated second in his class at West Point and excelled in horsemanship.

Indeed, the cavalry was a sure path to glory in the Confederate Army. J. E. B. Stuart and Jubal Early were the two most famous Confederate cavalry officers, though others gained solid reputations. The legendary mounted raiders Nathan Bedford Forrest and John Hunt Morgan disrupted drives across Tennessee by the Union generals Don Carlos Buell and William S. Rosecrans.

Steeds were more than status symbols, though: when fighting was fierce or retreats had turned into routs, generals might personally rally their troops. The visual symbolism and bravery of mounted officers created an

aura of élan and command on the battlefield. During the 1864 campaigns in Virginia, General Lee rode along the breastworks encouraging the men, turned retreating troops and chased down stragglers. Once, when Lee was exposed to cannon fire, an artilleryman remembered that "Old Mas' Bob rode out of the smoke on Traveller, amid the loud shouts of A. P. Hill's Corps."

The Southern cavalry was a rich man's undertaking: members had to provide their own horses. This resulted constant shortages of both trained horses and men to ride them. During Lee's advance to Gettysburg in the summer of 1863, his forces confiscated horses from Pennsylvania farmers. However, mounts must be trained for combat, to not react to guns and cannon, so likely they proved ineffective at first.

Despite an initial supply problem and lack of leadership and mission focus, by mid-1863 the Union cavalry was coming into its own. Union quartermasters smartly purchased many Morgans, a uniquely American breed known for endurance, versatility, heart and courage. The largest cavalry battle of the war, involving 17,000 horsemen, occurred on June 9, 1863, at Brandy Station, Va. Stuart's forces were preparing to advance in order to screen Lee's march north toward Gettysburg. Begun by a Union surprise attack, the Confederates finally fended off the enemy. Yet the Union soldiers' strong stand resulted from the fact that for the first time, they had trained and been commanded as a coherent corps. After the Battle of Gettysburg, Union cavalry fought 15 battles in 16 days and captured or destroyed half of Stuart's cavalry, as well as 4,000 or so horses and mules and 1,000 loaded wagons. The South's food crisis also gave Union cavalry operations an edge; by early 1865 well-fed Northern cavalry mounts were able to beat malnourished Confederate horses to their own supply trains and depots in Virginia.

Union cavalry proved itself in the Western Theater, too. In General Rosecrans's Middle Tennessee campaign that year, cavalry under David Stanley made daring attacks on rifle pits and cannons north of Shelbyville. Perhaps the





Gen. Ulysses S. Grant and his war horse, Cincinnati

Library of Congress

most successful raiding operation of the war was conducted by a former music teacher, Benjamin Grierson, who during the 1863 Vicksburg campaign cut a 600-mile swath of destruction through Mississippi to disrupt Confederate Gen. John Pemberton's supply lines.

But the real heroes were the horses themselves. Cavalrymen and scouts understood what their horses could do for them. Horses could sense enemy forces before they reached a rider's earshot. Take Nellie, a 6-year-old Union horse who was first ridden in service by a soldier pursuing the Confederate general Morgan during his three-state Ohio River Valley raid in 1862 and '63. During the Knoxville, Tenn., campaign, Nellie was ridden every day and active in every engagement from August 1863 through April 1864. In one fray, she fell and her rider was taken prisoner. Nellie, however, scrambled to her feet and escaped to swim the Tennessee River and regain Union lines. (After a few days the cavalryman tromped into camp.) Later Nellie was with Sherman's march into Georgia. Through it all, she was always sure-footed, regardless of rocky passes or the darkest night. She knew, one ob-

server said, "The shriek of a shell and the direction of their flight, almost as well as her owners."

Horses frequently took bullets for their masters. The Confederate general J. O. Shelby had 24 horses shot from under him. Forrest had even more - 39. The highest Union toll goes to Gen. George A. Custer: 11.

Mounts of famous generals became almost as well-known as their riders: among others, Ulysses S. Grant's Cincinnati, Lee's Traveller, Custer's Custis Lee, Stonewall Jackson's Little Sorrell, Philip Sheridan's Rienzi and George G. Meade's Old Baldy (wounded five times in battle).

At the 1864 battle of Cedar Creek in the Shenandoah Valley, en route from Washington, Sheridan rode Rienzi hard to meet and regroup his fleeing forces, after General Early's Confederates had broken their lines. As Sheridan rode among them, the men "threw up their hats, shouldered their muskets, and as I passed along turned to follow with enthusiasm and cheers." Sheridan directed: "We must face the

(Continued on page 14)

other way; we will go back and recover our camp." They did.

Follow Disunion at twitter.com/NYTCivilwar or join us on Facebook.

Sources: Boston Evening Transcript, July 22, 1863 and Sept. 2, 1864; Boston Herald, June 21, 1864; Thomas Nelson Conrad, "Rebel Scout"; C. Kay Larson, "Great Necessities"; James M. McPherson, "Battle Cry of Freedom"; Jeffrey R. Morris and Richard B. Morris, eds., "Encyclopedia of American History"; National Museum of the Morgan Horse; Elizabeth Brown Pryor, "Reading the Man: A Portrait of Robert E. Lee Through His Letters"; Philip Sheridan, "Memoirs"; U. S., War Department, Official Records of the Union and Confederate Armies; Anthony Waskie, "Old Baldy."

C. Kay Larson is a member of the board of the New York Military Affairs Symposium and the author of "Great Necessities: The Life, Times, and Writings of Anna Ella Carroll, 1815-1894 and "South Under a Prairie Sky: The Journal of Nell Churchill, U. S. Army Nurse and Scout."

This post has been revised to reflect the following correction:

Correction: February 4, 2013

The Sources section of this article misspelled the author of the book "Reading the Man: A Portrait of Robert E. Lee Through His Letters." It is Elizabeth Brown Pryor, not Elizabeth Brown Payda.

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**"Some horses are so polite
that when they come to a
fence, they stop and let you
go over first."**



Museum Day 2013

Katie Rejaian



While some people were out blasting rock with canister shot, some of us returned to the Military History Museum in Sacramento to wow the public with our cannon and smiles.

Our wonderful participants included Ray Ahrenholz, Mike Creager, and Karen Young from Reno, John Boyd, Ken Dombroski, and myself.

The cool weather in the morning seemed to keep people inside for the first part of the day, but we eventually ended up with around 6,000 spectators strolling around our booth. We met a lot of wonderful families and possibly some new recruits.



We had a great time taking photos for people, giving talks, and answering questions. At about 5 till close, the light bulb went off in my head. "Ken!" I said. "We should have been doing cannon demos!!" It's just amazing to me that it didn't occur to any of us to do so when we explained to people multiple times why we



(150th ~ Continued from page 4)

hotels in the area are already booked for the week. We are looking into shower facilities for those who are camping. Washington, DC, may look like a relatively short drive away, but think of I-680 in the East Bay at rush hour, and you get the picture.

The weather can be unpredictable that time of the year in Gettysburg. Expect hot and very humid conditions, with thunderstorms and rain a real possibility at least part of the time.

Bring your poncho!

Now that we have commitments from enough members to participate in both events, we will begin our logistics planning in earnest. Moving two guns, a limber, seven horses, and around 26 people across the country and from Europe, getting them together, and organizing food, camping, and amenities for 11 days is no small feat. Over the next couple of months, we will be working out the details of this adventure. Stay tuned.

couldn't fire any blanks at that location. Windows don't like sound waves....Oh well, it can be on the agenda for next year.

Special thanks to Dan Sebby of the Military Museum for having us camped out in your front yard. We sure had fun!



Cannon's Mouth Submissions

Due by the 24th of each month

Email to:

admin@warhorse.org

and cc to:

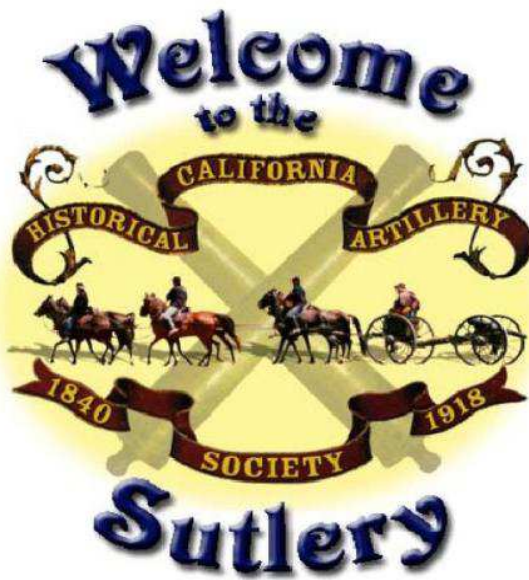
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these four items email:
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\$15.00

"Pedes" pin



\$5.00

CWD tee



\$15.00

"Pedes" tee



\$15.00

**FEED A HORSE!
BUY A SHIRT!**



3rd US Roster Assignments 2013

Role	Name	Report To	Role	Name	Report To
Commanding Officer	Ginos, Alan		Stable Sgt.	Winfrey, Dennis	1st Sgt.
1st Lieutenant	Dombroski, Ken	Captain	Teamster	Bailey, Wendy	Stable Sgt.
1st Sergeant	Foster, Scott	1st Lt.	Teamster	Casini, Paul	Stable Sgt.
Company Clerk	Neikirk, Janice	1st Sgt.	Teamster	Dawson, Charohn	Stable Sgt.
Provisioner	Foster, Karen	1st Sgt.	Teamster	Faubel, Melinda	Stable Sgt.
			Teamster	Hayes, Shannon	Stable Sgt.
			Teamster	Mettler, Jon	Stable Sgt.
Gun/Team 1					
Chief of Piece	Thompson, Terry	1st Sgt.			
Gun Corporal	Alto, Scott	Gun Sgt.			
Cannoneer	Gillich, John	Gun Sgt.	Gun/Team 2		
Cannoneer	Gumbley, Ben	Gun Sgt.	Chief of Piece	Duncan, George	1st Sgt.
Cannoneer	Kaufmann, Stephanie	Gun Sgt.	Gun Corporal	Boyd, John	Gun Sgt.
Cannoneer	Kaufmann, Steven	Gun Sgt.	Cannoneer	Casali, Federico	Gun Sgt.
Cannoneer	Lemasters, Michael	Gun Sgt.	Cannoneer	Lavall, Ronald	Gun Sgt.
Cannoneer	Lenz, Dennis	Gun Sgt.			
Cannoneer	Maurier, Bruce	Gun Sgt.	Team Corporal	Berry, Mike	Gun Sgt.
Cannoneer	Murphy, Brooke	Gun Sgt.	Driver	Creager, Mike	Team Cpl.
Cannoneer	Murphy, Sierra	Gun Sgt.	Driver	Flores, Michael	Team Cpl.
Cannoneer	Thorne, Philip	Gun Sgt.	Driver	Hewitt, Norm	Team Cpl.
Cannoneer	Thorne, Taylor	Gun Sgt.	Driver	Moretti, Teri	Team Cpl.
			Driver	Murphy, Dee	Team Cpl.
Team Corporal	Faubel, Wes	Gun Sgt.	Driver	Neikirk, Garth	Team Cpl.
Driver	Carlisi, Deb	Team Cpl.	Driver	Reese, Nathan	Team Cpl.
Driver	Faubel, Loreleigh	Team Cpl.	Driver	Ruther, Justin	Team Cpl.
Driver	Fischer, Pete	Team Cpl.	Driver	Sullivan, Lisa	Team Cpl.
Driver	Horton, Jim	Team Cpl.	Driver	Thompson, Karla	Team Cpl.
Driver	Miljevich, Ted	Team Cpl.	Driver	Rejaian, Katie	Team Cpl.
Artificers					
Artificer	Ahrenholz, Ray	1st Sgt.			
Artificer	Boling, Roger	1st Sgt.			
Artificer	Faubel, Tristan	1st Sgt.			
Artificer	Weston, Mark	1st Sgt.			
Unassigned					
Unassigned	Amari, Gary		Unassigned	Kaufmann, Diane	
Unassigned	Blair, Mike		Unassigned	Langman, Chip	
Unassigned	Bradford, Bryan		Unassigned	Lee, Robert	
Unassigned	Burtz, Dan		Unassigned	Macy, Mary Kay	
Unassigned	Byrne, Jeanne		Unassigned	Martinez, Thomas	
Unassigned	Fulks, Andy		Unassigned	Moretti, Scott	
Unassigned	Hawkins, Bill		Unassigned	Rogers, Keith	
Unassigned	Johnson, William		Unassigned	Rogers, Laurie	
Unassigned	Justiniano, Joe		Unassigned	Sims, Ed	
			Unassigned	Thelen, Carl	
Supporting					
	Cohan, Laura			Pico, Sharon	
	Davis, Margaret			Rah, Sarah	



2013 Schedule of Events

January

- 20 Annual meeting
California Military Museum, Old Sacramento, CA
Contact Ted Miljevich

February

- 02 Sacramento Museum Day
California Military Museum, Old Sacramento, CA
1 Cannon
Contact John Boyd

- 02 CWRs Live Fire
Orosi, CA
1 Cannon
Contact Scott Foster

- 23 - 24 Equipment Maintenance Work Party
Camp Warhorse, Salinas, CA
Contact Ken Dombroski

March

- 01 - 03 CWRA Battles & Encampment
Mooney Grove Park, Visalia, CA
1 Cannon, Forge
Contact Roger Boling

- 09 - 10 Driver Training
Camp Warhorse, Salinas, CA
Contact Katie Rejaian

- 23 - 24 Driver Training
Camp Caisson, Duncans Mills, CA
Contact Alan Ginos

April

- 06 - 07 SCCWA Battles & Encampment
Prado Regional Park, Chino Hills, CA
2 Cannons, 2 Teams, & Ambulance
Contact Alan Ginos

- 13 Pacific Grove Parade
Pacific Grove, CA
Equipment TBA
Contact TBA

- 20 - 21 ACWA Battles & Encampment
Mariposa, CA
2 Cannons, 2 Teams, Ambulance, Wagon, & Forge
Contact TBA

May

- 04 - 05 NCWA Battles & Encampment
Gibson Ranch Park, Sacramento, CA
2 Cannons, 2 Teams, Ambulance, Wagon, & Forge
Contact TBA

- 18 Fort Ord Warhorse Day
City of Marina Equestrian Center, Marina, CA
1 Cannon & 1 Team
Contact Katie Rejaian

- 25 - 27 ACWA Battles & Encampment
Roaring Camp, Felton, CA
1 Cannon
Contact Scott Foster

June

- 08 - 09 NCWA Angel Island 150th Anniversary
Angel Island State Park, Angel Island, CA
Contact TBA

- 21 - 23 Russian River Rodeo & Living History
Russian River Rodeo Grounds, Duncans Mills, CA
Volunteers needed to help with Event
Contact TBA

July

- June 27 - 7 150th Gettysburg Battles & Encampments
2 EVENTS, Gettysburg, PA
Contacts Ken Dombroski & Alan Ginos

- 13 - 19 CHAS Civil War Days Work Party
Duncans Mills, CA
Contact Ted Miljevich

- 20 - 21 CHAS Battles & Encampment 'Civil War Days'
Duncans Mills, CA
2 Cannons, 2 Teams, Ambulance, Wagon, & Forge
Contact Ted Miljevich

September

- 07 - 08 NCWA Battles & Encampment
San Benito Historic Park, Tres Pinos, CA
1 Cannon & 3-5 Horses for Wagon/Hearse
Contact TBA

October

- 12 - 13 Fort Mervine Living History & Encampment
Lower Presidio Historic Park, Monterey, CA
1 Cannon, 1 Team, & 1 Wagon/Ambulance
Contact Katie Rejaian

- TBA FSH Battles & Encampment
Kearny Park, Fresno, CA
1 Cannon
Contact TBA

November

- 09 - 10 RH Battles & Encampment
Tierra Rejada Ranch, Moorpark, CA
2 Cannons, 2 Teams, Ambulance, Wagon, & Forge
Contact TBA

- 16 - 17 Equipment Storage Work Party
Camp Warhorse, Salinas, CA
Contact Katie Rejaian



Work Parties
Are FUN!!



6-up Artillery Team (7 horses) for Sale \$10,000

(\$20,000 for 7 horses including tack)

The California Historical Artillery Society (CHAS) has one of its four teams of six horses each up for sale with or without harness. The economic times have made it hard to recruit enough people to work with the 30 plus horses we have rescued from the harness racing circuit. Hay and other rising costs make it logical for us to cut back on unused resources at this time. Any artillery group wanting to go mounted can take advantage of this turnkey offer.



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day: [831-424-5093](tel:831-424-5093), evening: [831-758-2331](tel:831-758-2331) or **Alan Ginos** at adginos@hotmail.com

***Please note, horses for sale not necessarily ones pictured.*

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Important Web Addresses

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<http://www.civilwardays.net/>
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<http://www.warhorse.org>

Pacific Area Civil War Reenactors

<http://koplowicz.com/pacwr/>

American Civil War Association (ACWA)

<http://www.acwa.org/>

American Civil War Society (ACWS)

<http://www.acws.net/>

Civil War Re-enactment Society (CWRS)

<http://www.cwrs.info>

Comstock Civil War Reenactors (CCWR)

<http://www.ccwr.us/>

National Civil War Association

<http://www.ncwa.org/>

Reenactors of the American Civil War (RACW)

<http://www.racw.org>

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Submissions for the next issue are due no later
than **March 24, 2013**

