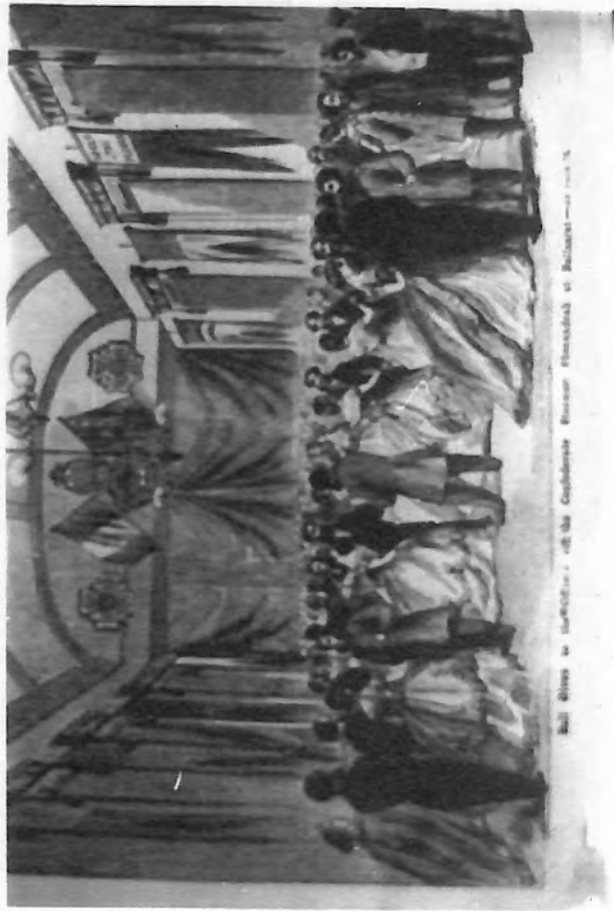


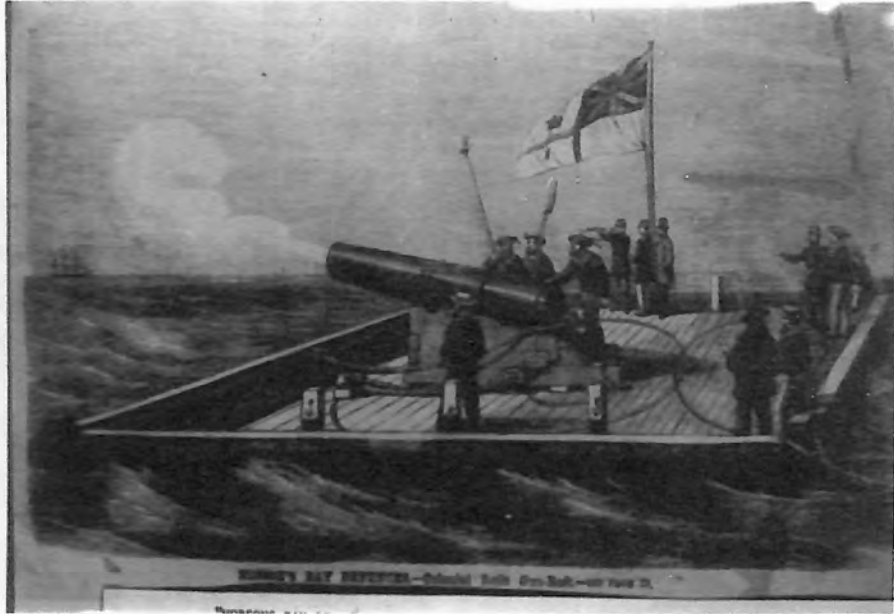
**THE SAGA OF LT. JOHN GRIMBALL,  
CONFEDERATE STATES NAVY,  
OUTLINED BY HIS POSTAL ARCHIVE  
(REGRETTABLY SOMEWHAT  
PLUNDERED  
BY AN EARLY STAMP GATHERER)**



The Constitution For Bunker Burdick in Rhode's Bay  
From a sketch by Mr. G. H. Bennett, June 18.



All those in attendance at the Constitution Bunker Burdick at Rhode's Bay June 18.



BUNKER'S BAY BATTLE—The Constitution with the 32-pounder—June 18.

Mon. 19181  
Joe -  
The Grinnell  
Papers have been  
given to the Society  
now so you get  
the covers (without  
charge).  
With gratitude,  
Gene



SCHM

Vol 25/2

26/1-4

43/4

Gene

needs

also

Chasin Yearbooks

1884

1886

1893

1896

1897

The Grove Plantation  
John Grumball's Home  
Fall 1983

The Grove Plantation  
John Grumball's Home

Fall 1983

John Grumball

# JOHN GRIMBALL, CSN

# 1

**John Grimball was born in Charleston, SC in 1840. Through his mother, Margaret Morris Grimball, he was a direct descendant of Lewis Morris, a New York signer of the Declaration of Independence.**



**John entered the US Naval Academy in 1854 and the above cover was sent to him some time before his graduation in 1858. He was one of 14 graduates, the most notable of which was George Dewey who became the first Admiral of the Fleet much later during the Spanish-American War.**

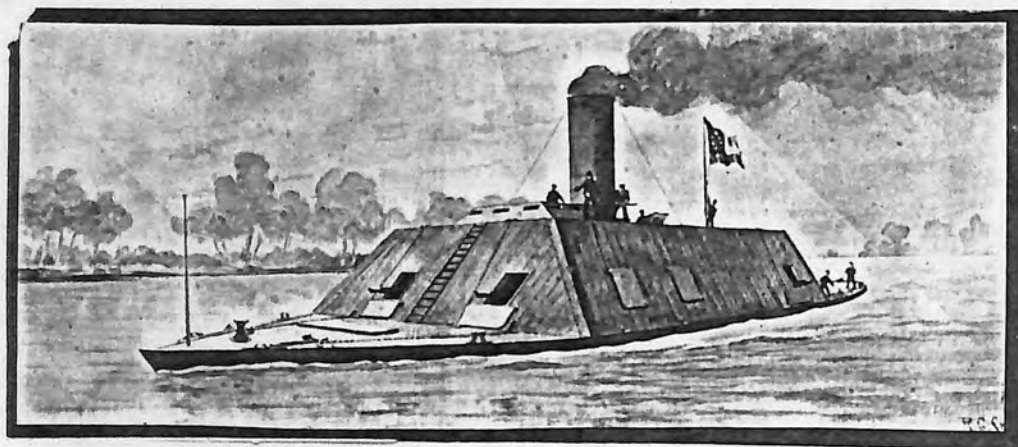
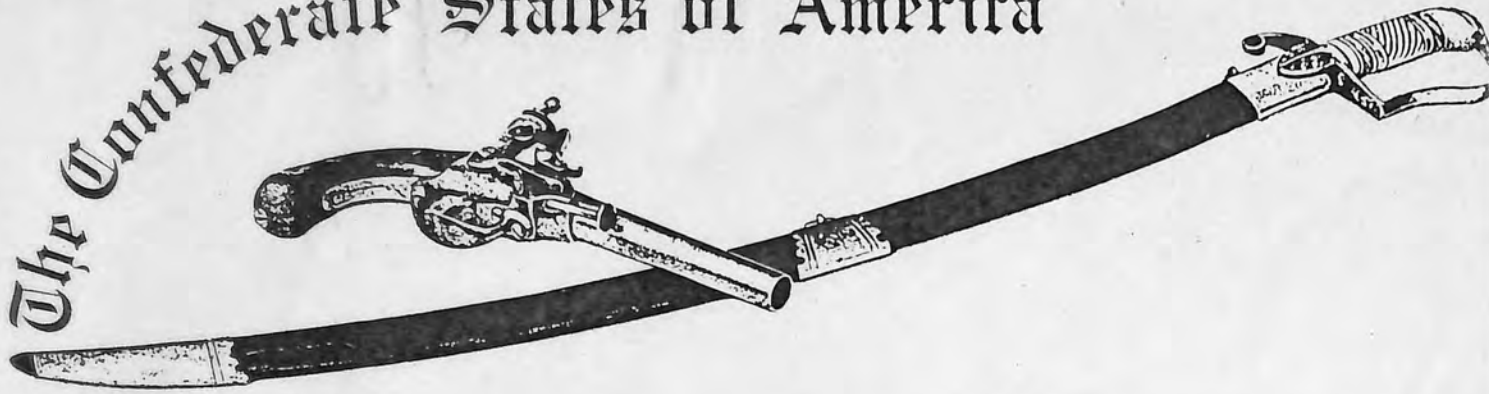
COVER ADDRESSED TO JOHN GRIMBALL  
AT THE NAVAL ACADEMY - DATED FEB 14, 1856

#2

Mrs E. B. Gimball  
Robertson & Blacklock  
Care of Robertson, Blacklock & Co  
Charleston  
South Carolina  
United States.

HAND CARRIED COVER ADDRESSED TO JOHN GRIMBALL'S SISTER ELIZABETH IN CARE OF ROBERTSON, BLACKLOCK & CO - THE LEADING COTTON FACTOR AND COMMISSION MERCHANT IN CHARLESTON BOTH ANTS-BELUM AND AFTER THE WAR.

The Confederate States of America



From Lieut Jno Grimball  
C. S. Str "Arkansas"

10<sup>th</sup> J Berkeley Grimball  
Mantawburg  
South Carolina

2-4  
25  
1862



610

1010 Metairie Road  
Jackson, Mississippi 39209  
October 21, 1981

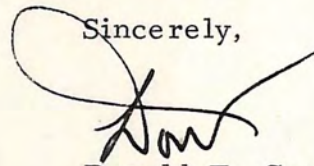
Mr. J. T. Holleman  
1500 Wannamaker Drive  
Summerville, South Carolina 29483

Dear Joe:

Thank you very much for the Xeroxes of your award-winning frame at Columbia. I am enclosing for your information Xeroxes of material that I have in my collection regarding Grimball and/or the Ram Arkansas. The cover addressed to J. Berkley Grimball is postmarked Vicksburg, while the Arkansas was being held there for repairs.

The telegram is a copy of one to Governor Pettus from General Van Dorn. The "Enquirer Extra" is printed one side on a single sheet, from Richmond.

Sincerely,



Donald F. Garrett

500

# JOHN GRIMBALL, CSN



**Lt. Grimball received the above covers while serving aboard the CSS "Baltic", allegedly one of the "sorriest" ships in the Confederate Navy. He served aboard from Sept. 1862 until the Spring of 1863 when he was ordered to England for duty.**

COVERS 3, 4, & 5

**JOHN GRIMBALL, CSN**



***Lt. Grimball received the above covers while serving aboard the CSS "Baltic", allegedly one of the "sorriest" ships in the Confederate Navy. He served aboard from Sept. 1862 until the Spring of 1863 when he was ordered to England for duty.***

50

22

3



Lieut. John Grimbale  
C. S. Steamer "Baltic"  
Mobile  
Alabama

4

for/

THIS  
HAND  
CARRIED  
COVER HAS  
A MARKING  
FOR. 1  
(FORWARDED)  
THAT IS  
THE  
SIGNIFICANCE  
OF A  
LOCAL  
CARRIER!!

Lieut. John Grimbale, C.S.M.  
C. S. Steamer "Baltic"  
Mobile  
Alabama

5



From Mrs J.G.  
Spartanburg  
So. Car. N.Y.  
Lieutenant John Grimbale  
Lieutenant John Grimbale  
C. S. Steamer "Baltic"  
C. S. Steamer "Baltic"  
Alabama

J. C. Knipe

800  
G.W. GIFT  
KEEP

COVERS 7 & 8 -  
PRICELESS DESCRIPTION OF  
THE "BILLY GOAT" BALDIE

# JOHN GRIMBALL, CSN

G13



*The top cover, postmarked Mobile was sent by John Grimball to his mother in Spartanburg while he was on the "Baltic"*

*The bottom cover to Lt. Grimball originated in Sumter, SC with a Confederate stamp. It arrived in Mobile after Grimball had left the "Baltic" and was visiting in Charleston awaiting arrangements for passage through the blockade and on to Liverpool, England. The cover has a faint "miss't & fwd" notation and a Mobile 10 (due) for forwarding postage to Charleston, SC*

*On May 18, 1863 Grimball left Wilmington, NC on the blockade runner "Robert E. Lee" (formerly the "Giraffe") for Bermuda and onward passage to Liverpool.*

COVER 6 - DESPITE THE  
PIRATES SWAMP - A REPLY  
NEAR FORWARDING. COVER

MANUSCRIPT MISST & RWD  
CMISSING & FORWARDED & A  
MOBILE ALA DUE TO NONDELIVERY

6




Lieut. John Grimball C.S.V.  
 6 ranks ~~at~~ <sup>at</sup> ~~the~~ <sup>the</sup> ~~base~~ <sup>base</sup>  
 56 ~~th~~ <sup>th</sup> Alabama

Mpt. 4 fa.

7

Lieut John Grimball C.S.V.  
 C.S. Ram "Baltic"  
 "Billy Goat" Baltic  
 Mobile Ala

8

Lieutenant John Grintak  
C S Steamer Baltic  
Mobile  
Alabama

## JOHN GRIMBALL, CSN

The two covers above survived Grimball's miscellaneous duties in Europe and are addressed to him in France in Jan. and Jun. 1864.

In Oct. 1864 Grimball was transferred to the CSS "Shenandoah" which left Liverpool immediately on its mission of harassing and destroying US shipping. It cruised around the Cape of Good Hope, through the Indian Ocean and to Melbourne, Australia where it stopped a few days for repairs. It then cruised in the Pacific and Arctic Oceans destroying numerous US ships. The last ship that the "Shenandoah" fired at to stop was the whaler "Sophie Thornton" on June 22, 1865. Soon thereafter, on Aug. 2, a ship bound from San Francisco to Honolulu was stopped and the Confederates learned from San Francisco newspapers aboard that the war was over. They then lowered their Confederate flag and sailed some 18,000 miles around Cape Horn and back to Liverpool where they moored their ship on Nov. 6 1865, and departed.

The "Shenandoah" thus became the only Confederate Navy ship to circumnavigate the globe. No covers have been found that can be tied to this voyage although there is always that glimmer of hope that one might turn up that was mailed during the ship's stay in Melbourne.

**THUS ENDED THE WARTIME SAGA OF LT. JOHN GRIMBALL, CSN WHO HEARD BOTH THE FIRST AND LAST SHOTS OF THE CIVIL WAR AND WHO ACTUALLY FIRED THAT LAST SHOT OVER THE BOW OF THE WHALER IN THE PACIFIC!!!**

COVERS 9 & 10  
#10 IS IN THE HAND OF  
JAMES MASON !! REALLY COOL !!

# Log of 'Shenandoah'

C16

By Bob Hammack

Ships' logs hold strange tales, but few match the 13 month voyage of CSS *Shenandoah*.

Its assignment was to disrupt Yankee whaling trade in the Pacific; only incidentally did it become the only Confederate ship to circumnavigate the globe.

*Shenandoah* fulfilled its mission by capturing or scuttling more than 40 Union ships to the tune of \$31 million lost in whaling and merchant trade.

Commanded by the tall, aristocratic Capt. James Iredell Waddell, a graduate of the U.S. Naval Academy, *Shenandoah* began its rebel raiding in October 1864, when it was taken over by Waddell and a skele-



Photo from the Library of Congress

Tall, aristocratic Capt. James Waddell refused to give up the Confederate cause even after Appomattox.

ton crew in Madeira.

Bought from the British, it was built in Glasgow in 1863 as *Sea King*, and intended for trade in the Far East. Instead, it did the reverse.

The skeleton crew was fleshed out with an assortment of New Englanders, free Negroes, Malays, Danes, Swedes, Australians and any other able bodied seamen who could be pressed into service.

Apparently, the seamen decided to join the action rather than be set adrift or put down in foreign ports. Waddell was continually harrassed by

thought was an ever dwindling crew. Instead he had acquired more than 40 "stowaways."

He had more than doubled his ship-jumping losses suffered at the same port. He now had enough men to man all his gun ports.

Despite the appearance of strength *Shenandoah* was far from being a heavily armed destroyer.

Waddell had, at the start, only one small deck gun which he used to threaten recalcitrant captains.

His arsenal grew as he captured more ships. Still, he fired few shots, fought no battles and killed no man.

Waddell's previous command was somewhat different. He was captain of the more famous Confederate raider, CSS *Alabama*, which had been blown from under him after it was attacked in a frenzy of fire by several Union ships.

While he was its captain he had captured a ship commanded by Capt. James Clark in 1863.

Now, two years had elapsed and James Clark was sailing and *Nimrod* in the Pacific when, for the second time, he was captured and scuttled by James Waddell's command.

The war had been over for a month when that occurred. Waddell knew it, but pretended ignorance or simply disregarded the news.

When Waddell captured the whaler *William Thompson*, her mate burst into the boarding party. "My God, man, the war is ended. Didn't you know that?"

Orris Browne, the boarding officer, asked, "Did Grant surrender?" "No," came the reply. "the Army of Virginia sur-



*Shenandoah* towed a dozen longboats

rendered. The war is over."

Browne countered the comment, "The war will not be over until the South is free."

*William Thompson's* captain produced a newspaper detailing Robert E. Lee's surrender at Appomattox. Unfortunately, the same paper carried the "Danville Proclamation" by Jefferson Davis, president of the Confederate States.


In it Davis told his troops to fight on. Even that comment had been rescinded before Waddell got the news of the war's end.

The news item failed to save *William Thompson*. Waddell had found plans and charts of the New England whaling fleet aboard ships he would sink in the Ascension (Carolina Islands) harbor.

It also did not hurt the cause when a mate from *Abigail* agreed to guide *Shenandoah* to




9


  
 Monsieur J. Grimballe  
 chez Mlle<sup>de</sup> Launay.  
 No 1 Rue du Plat.  
 Lyons -  
 France

COVER SENT TO GRIMBALL &  
 ADDRESSED IN THE HAND OF JAMES  
 MURRAY MASON - (THE TRAM AFFAIR)

10

  
 Monsieur Jack Grimballe  
 30 Rue Drouot  
 Paris

11

  
 Monsieur.  
 J. Grimballe.  
 14 Quai Sever  
 Rennes  
 France

12

APRÈS  
LE  
DÉPART

PARIS  
JUL 14  
63  
ST-LAZARE

non

Monsieur Sargis Grimboll

23 Rue Jeanne d'Arc

Orléans

France

13

PARIS  
DEC 16  
63  
DE L'ÉCHIFFRE

Monsieur,

Mons. J. Grimboll

14 Quai St. Sever

Rouen



France

CONTAINED IN  
COVER #13

PARIS



14



  
 M<sup>rs</sup> Grimball Esq<sup>r</sup>  
 14 Quai St Louis  
 Rouen  
 France

15





  
 Mr. John Grimball  
 No. 30, Rue Drouot  
 a Paris  
 France

COVERS 11-15 ARE FROM 1863 & 1864  
 AS GRIMBALL WAS POSTED IN VARIOUS  
 TOWNS & CITIES IN FRANCE BEFORE BEING  
 ASSIGNED TO THE SHENANDOAH. ALL  
 HAVE FASCINATING POSTMARKS ON  
 FRONT & REVERSE. #14 IS A GORGEOUS  
 MORNING COVER EVEN WITHOUT ITS ORIGINAL  
 STAMP & #15 HAS REALLY INTERESTING  
 MARKINGS. ALL SOLEMNLY COLLECTABLE DUE  
 TO BEING ADDRESSED TO JOHN GRIMBALL

#16



APRES  
LE  
DEPART



St John Gumball  
Care of Messrs Trenholm & Co  
10 Rumpfod Place  
Liverpool  
England

#17

From Cha Morris, U.S. of  
Norfolk Dec Jan 7 1851

10



Chas Mangoult Est  
No 6 Gibbs Street  
Charleston  
S C

# JOHN GRIMBALL, CSN

*The rest of the story.....*



**Two days after his return to Liverpool, the above cover was mailed to Lt. Grimball from his uncle, Lt. Charles Manigault Morris, CSN, former commanding officer of the CSS "Florida", who had come to Caen, France on Confederate Navy duty after the "Florida" was captured in Bahia, Brazil.**

**Lt. Morris, like his nephew, had been in the US Navy, having served from 1837 until 1861 when he resigned to join the Confederate Navy. An 1851 cover from Morris while still in the US Navy in 1851 is shown below.**



COVERS #16 & #17  
#16 IS A VERY RARE  
ENVELOPE WITH THE EMBROIDERED  
INITIALS CMM ON THE BACK

217

Return to [Naval Historical Center home page](#).  Return to [Online Library listing](#)


---

DEPARTMENT OF THE NAVY -- NAVAL HISTORICAL CENTER  
805 KIDDER BREESE SE -- WASHINGTON NAVY YARD  
WASHINGTON DC 20374-5060

**Online Library of Selected Images:**  
-- PEOPLE -- UNITED STATES --

## First Lieutenant Charles Manigault Morris, CSN

Charles M. Morris, born in South Carolina, entered the United States Navy as a Midshipman in December 1837. He was promoted to the rank of Lieutenant in 1851 and resigned his commission in January 1861. In March of that year, he was appointed a First Lieutenant in the Confederate States Navy. Morris served on the Savannah, Georgia, Station in 1861-63 and commanded CSS [Florida](#) from January 1864 until her capture the following October. During the remainder of the Civil War, he served abroad as an agent of the Confederacy.



This page features our only picture Charles Manigault Morris.

If you want higher resolution reproductions than the Online Library's digital images, see "[How to Obtain Photographic Reproductions.](#)"

**Click on the small photograph to prompt a larger view of the same image.**

Photo #: NH 66689

**First Lieutenant Charles Manigault Morris, CSN**

Engraving published circa the later 19th Century.  
He was the last Commanding Officer of CSS *Florida*, in January-October 1864.

*U.S. Naval Historical Center Photograph.*

**Online Image: 163KB; 605 x 765 pixels**



If you want higher resolution reproductions than the Online Library's digital images, see "[How to Obtain Photographic Reproductions.](#)"

# JOHN GRIMBALL, CSN



**John's first post-war letter from his father was sent to his same old address in Liverpool. The cover is postmarked Charleston, SC Dec. 13, 1865 and has a red Dec. 19, 1865 New York Br. Pkt. 38 CDS. It is backstamped Liverpool Jan. 1, 1866.**

**Since there is no record of a British ship leaving New York that correlates with the Dec. 19 1865 postmark date, it appears that the letter was forwarded to Boston where it was dispatched on the Cunard Lines "Asia" which left Boston on 20 Dec. , arriving in Queenstown on 31 Dec. and some hours later on 1 Jan. 1866 the letter was received in Liverpool.**

**The red NY BR PKT 38  
CDS is unlisted**

Cover # 18



**Reverse**

# JOHN GRIMBALL, CSN

8/8

G.B #48 [P4] ON COVER - cat 140<sup>00</sup>  
FROM LIVERPOOL 12 DEC 65  
TO CAEN FRANCE  
W/LONDON 13 DEC 65  
ANERS ? DATE  
CHERBOURG TO PARIS 15 DEC  
CAEN 15 DEC

COVERS #19 & #20

**The 8 Nov. 1865 letter from Lt. Morris, his uncle, invited John to come stay with him in Caen until he could decide what to do next. Grimball went to Caen almost immediately. These covers from his shipmates still in England or Paris were sent to him in Caen as they wondered if they would be arrested and tried as pirates if they returned to the US.**

# 18



Mr John Grimball  
Care of Messrs. Trevellick & Co.  
No. 10. Rumbold Place  
Liverpool  
England

# 19



Messieurs Jno Grimball  
16 Rue Bretagne St Gilles  
Caen



# 20





Messieurs J. Grimball  
16 rue Bretagne St. Gilles -  
Caen  
France

#21


  
 John Gimball Esq  

 14 Guildford Street  
 W. C. Russell Esq  
 London  
 England

#22



  
 John Gimball Esq  
 14 Guildford St. Russell Esq  
 London

# **JOHN GRIMBALL, CSN**

**After several days in Caen, Grimball went back to England where he and some of his "Shenandoah" shipmates made arrangements to travel to Mexico.**

**The above two covers from Grimball's uncle and a friend were received while Grimball was in London awaiting a ship to Mexico.**

COVERS #21 & #22

# JOHN GRIMBALL, CSN



COVERS #23 #24 & #25  
#24 & #25 HAVE US EMISSION  
PERSON MARKINGS & #24 HAS  
THE REMAINS OF A US #71



**The above three 1866 covers were to Grimball in Mexico**

GAEN  
20  
FEVR.  
68  
(18)

P.P.

John Gimball Esq -  
Care of Messrs Buzing Musters  
& Co -  
Cuba Cruz -  
Mexico

PAID  
ON  
NOV 22 1868

#23

CHICAGO  
MAY 3  
NOIS

2 21/2

Mr. John Gimball  
Cordova  
Mexico



#24

CHARLESTON  
MAY 28

2 21/2

Mr. John Gimball  
Cordova  
Mexico

#25

22



#26

Mr. John Gimball  
Cordova  
Mexico

#27

John Gimball  
2  
Cordova  
Mexico




#28

Mr. John Gimball  
2  
Cordova  
Mexico



#29


  
 Mr. John Grimbato  
 22 Cordova  
 Mexico

#30


  
 Mr. John Grimbato  
Cordova  
 Mexico

#26 through #30 are all 1866  
 covers to GRIMBATO from family &  
 friends in Charleston  
 All bear US & Mexican  
 postmarkings and are all  
 cross-bearing usages

# 31


  
 Mr. John Grimball  
 care of Messrs. Perkins & Co.  
~~Cape of Buzzing. Meritank~~  
 2 ~~Londona Vera Cruz~~  
 Mexico

# 32

"Via Southampton"
 
  
 Mr John Grimball  
 care  
 Messrs. Perkins & Co.  
 Vera Cruz  
 Mexico

COVERS # 31 & # 32

# 31 IS ANOTHER COVER FROM CHARLTON TO MEXICO BUT IS A FORWARDED COVER

# 32 IS A FASCINATING COVER, IT WAS SENT TO GRIMBALL & ADDRESSED BY M. P. ROBERTSON - WHO WAS A LEADING CONFEDERATE AGENT IN LONDON. HE FLED NORFOLK IN 1862 WHEN IT WAS OCCUPIED & WOUND UP AS A CONFEDERATE AGENT.

# JOHN GRIMBALL, CSN



**After about one year on a ranch in Mexico, John Grimball felt safe to return to his native Charleston, SC where he became a lawyer.**

**The above two 1868 covers related to his law practice. Note the top cover, from Grimball's lawyer brother-in-law in Unionville, SC has a very elusive early "Spartanburg & U RR" postmark.**

COVERS # 33 & 34 BOTH  
BEAR AN EARLY  
SPARTANBURG & U RR POSTMARK  
SEE CONTENTS OF COVER # 34

C22

Unionville S.C.  
26 July 1868

My Dear Sir:

What is the  
usual fee charged by you  
bar for defending a case  
in the U.S. Court and  
claimed by Plaintiff about  
\$700-?

Very truly yours  
Jm. Munro



CONTENTS OF COVER #34  
WRITTEN ON VERY THIN ALMOST  
TISSUE PAPER IS BEARS AN  
UNUSED U.S. #94 FASCINATING!!

J. N. Harris -

to  
J. M. McIntire.

Chal.

Ans. 4 Sept 1865

John Grinnall Esq  
Atty at Law  
Charleston  
S.C.



#33



John Grinnall Esq  
Charleston  
S.C.

#34

Covers #35 to #41 are all addressed to Grinnall when he moved to New York to continue his law practice. Of note is #36 (A Christmas cover from a family member, #40 with its due 3 marking and #41 the mourning cover which coincides with the death of Grinnall's mother.

Thus these covers have traced Grinnall from his passing on the Baltic as Mobile Bay through France prior to 1815 time on the Savannah, to England in late 1865 back to France, to London, Missa, Charleston & finally New York.

If not delivered within 10 days, to be returned to



#35

John Gimball Esq.  
54. William Street  
New York

If not delivered within 10 days, to be returned to

Times 1870—  
from J.S.G.—



#36

John Gimball Esq.  
54. William Street  
New York

If not delivered within 10 days, to be returned to



#37

John Gimball Esq.  
Law Office  
54. William Street  
New York

If not delivered within 10 days, to be returned to



#38

John Gimball Esq.

Law-Office

54. William Street

New York

not delivered within 10 days, to be



#39

John Gimball Esq.

Law-Office

N. 38. Pine Street

New York

If not delivered within 10 days, to be returned to

0 x 0  
0 x 0  
+ 0

Due 3



#40

John Gimball Esq.

Care of Smead Gimball & Rivers

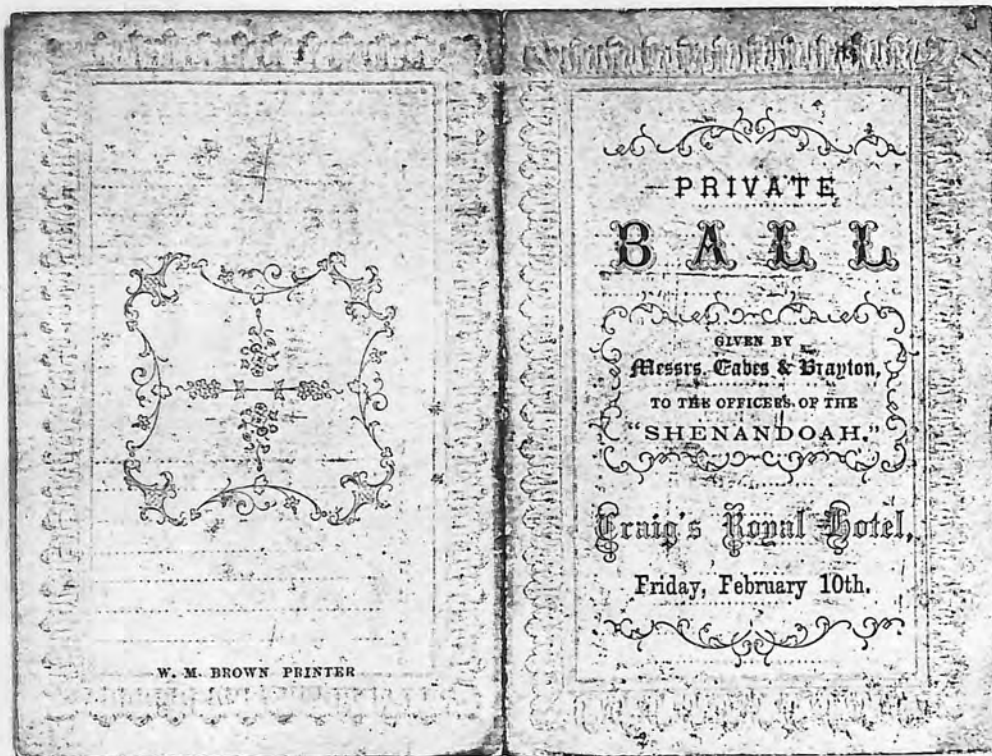
N. 53. Exchange-Place

New-York

#41



John Gruntah Esq<sup>r</sup>  
54 William Street  
New York..



W. M. BROWN PRINTER



Melbourne Cricket Club.  
HONORARY MEMBER'S CARD.

Issued 25 Jan 1881

W. Head Hon. Sec.

In force for One Month from date.

C3  
1

PROGRAMME.		ENGAGEMENTS.	
FIRST PART.		—•••—	
1	Quadrille..... <i>La Sonnambula.</i>	1	.....
2	Polka..... <i>Bulgarian.</i>	2	.....
3	Lancer Quadrille.....	3	.....
4	Highland Schottische.....	4	.....
5	Circassian Circle.....	5	.....
6	Polka..... <i>Sontag.</i>	6	.....
7	Parisian Quadrille... <i>Robin Hood.</i>	7	.....
8	Waltz..... <i>Il Trovatore.</i>	8	.....
SECOND PART.		—•••—	
1	Quadrille..... <i>Shenandoah.</i>	1	.....
2	Polka..... <i>Merry Midnight.</i>	2	.....
3	Caledonians..... <i>Highlanders.</i>	3	.....
4	Waltz..... <i>Star of the West.</i>	4	.....
5	Schottische..... <i>Hungarian.</i>	5	.....
6	Quadrille..... <i>Ireland.</i>	6	.....
7	Sir Roger de Coverly.....	7	.....
8	Galop..... <i>War.</i>	8	.....

# JOHN GRIMBALL, CSN



"Please receive from Oswald & Inglis in good order and condition, the undermentioned goods, viz:  
 On board the Shenandoah  
 1 \_\_\_\_\_ consisting of  
 1 copper boiler & 3 saucepans & 3 lids &  
 55 \_\_\_\_\_ & 180 fire bricks & 1 bag cement  
 Jno Grimball, Lieut. CS Navy



**PROGRAMME.**

FIRST PART.

- 1 Quadrille.....*La Sonnambula.*
- 2 Polka.....*Bulgarian.*
- 3 Lancer Quadrille.....
- 4 Highland Schottische.....
- 5 Circassian Circle.....
- 6 Polka.....*Sontag.*
- 7 Parisian Quadrille...*Robin Hood.*
- 8 Waltz.....*Il Trovatore.*

SECOND PART.

- 1 Quadrille.....*Shenandoah.*
- 2 Polka.....*Merry Midnight.*
- 3 Caledonians.....*Highlanders.*
- 4 Waltz.....*Star of the West.*
- 5 Schottische.....*Hungarian.*
- 6 Quadrille.....*Ireland.*
- 7 Sir Roger de Coverly.....
- 8 Galop.....*War.*

# Story of the Famous Arkansas

## Battle of Lone Confederate Ironclad Against the Federal Fleet. Lieutenants Grimball and Stevens of South Carolina Officers of the Ship

Feb 17 1924

The battle of the Confederate ironclad Arkansas against the Federal fleet in 1862 was one of the fiercest naval battles ever fought—one of the greatest fights of one ship against many in all history. Last Sunday there was told the story of the Confederate cruiser Shenandoah on which the late John Grimball, of Charleston served as a lieutenant, third in command. Lieut. Grimball played a great part also in the battle of the Arkansas against the Federal Mississippi fleet and with him on the ironclad was another South Carolinian, Lieut. Henry K. Stevens. Among Mr. Grimball's papers have been found a series of most interesting letters by Lieut. George W. Gift, who also served on the ship during the battle, describing that memorable engagement. These letters were published originally in "Southern Historical Society Papers," at Richmond, Va., in 1884. The Sunday News is reprinting them not only because of the local interest which attaches to them, but because the story is one to inspire every lover of heroic narrative.

The first of Lieut. Gift's letters follows:  
The 15th day of July, 1862, was a warm day, literally and figuratively, for some two hundred persons cooped up in the famous Confederate steamer Arkansas. Our good ship had been gotten up under the peculiar circumstances of haste and incompetency, which so frequently characterized our Confederate navy. What she was designed for no man probably knows. I imagine that she was intended for a powerful ironclad gunboat, with an iron beak for poking, and several heavy guns for shooting. But, before she had arrived at anything like a state of completion, the plan was altered, and she was made into an hermaphrodite ironclad. That is to say (I am speaking for the benefit of those learned in naval matters), instead of finishing the ship

derway (or an apology therefore) had been served to the crew, and daylight found us a grim, determined set of fellows grouped about our guns, anxiously waiting to get sight of the enemy.

Shortly after sunrise, the smoke from several steamers was discovered by Captain Brown, who, with the first lieutenant, Henry K. Stevens (afterward killed on board the steamer Cotton, in Bayou Teche, La.) stood on a platform entirely exposed to the enemy's fire. This was the signal for fresh girding up, last inspections and final arrangements for battle. Lieut. John Grimball and myself divided the honor of commanding the eight-inch Columbiads. He fought the starboard and I the port gun. Midshipman Dabney M. Scales was his lieutenant, and a youngster named John Wilson, of Baltimore, was mine. Lieut. A. D. Wharton, of Nashville, came next on the starboard broadside, with Midshipman R. H. Binot for his assistant. Lieut. Charles W. Reed of Mississippi, had the two stern chasers, both rifles, to himself, and the remaining two guns on the port side were under command of Lieut. Alphonse Barbot (recently died in New York). Each lieutenant had two guns. Grimball and myself had each a bow-chaser and a broadside gun. The two masters, John L. Phillips and Samuel Milliken, were in charge of the two powder divisions. Stephens busied himself passing about the ship, cool and smiling, giving advice here and encouragement there. Our commander, Lieut. Isaac Newton Brown, passed around the ship, and after making one of his sharp, pithy speeches, returned to his post with glass in hand to get the first sight of the approaching enemy. In a few moments we see three gunboats round a point in full view, steaming towards us gallantly and saucily, with colors streaming in the wind.

Position of Vessel  
The ironclad Carondelet, of twelve

could readily have recognized him had he been an acquaintance. I pointed the Columbiad for that port and pulled the lock-string. I have seen nothing of the man or gun since. We were now using fifteen-pound charges of powder and solid shot, which latter were hastily made in Canton, and had very little windage; so that I think we bored the fellow through and through from end to end. It was an exceedingly good thing we had. If his stern guns were not dismantled the crews had deserted them, for they were not used after my gun came into action the second time. I think I had hit four times, and our beak was nearly up to him, when Brady discovered that he was taking to shoal water with the hope of our grounding—we drew four feet more water than she. Therefore, we sheered off, and passed so close that it would have been easy to have jumped on board. Stevens passed rapidly along the port broadside, and saw the guns depressed to their utmost, and bid us wait for a good chance and fire down through his bottom. As we lapped up alongside, and almost touching, we poured in our broadside, which went crashing and plunging through his timbers and bottom. Although his four broadside guns—one more than we had—were run out and ready, he did not fire them. We were running near the left or Vicksburg side of the river (we are now in what is called Old River), and as soon as passed, we headed for the middle of the stream, which gave Read his first opportunity—and right well did he use it. His rifles "spoke" to the purpose, for the enemy hauled down his colors. In an instant Capt. Brown announced the fact from the deck, and ordered the firing to cease; but the ship still swinging, gave Wharton and the others a chance at her with the starboard guns before it was known that he had surrendered. White flags now appeared at her ports, and the news of our victory was known all over

Please Receive from OSWALD & INGLIS,  
in Good Order and Condition, the Undermentioned Goods, viz.:-

*On Board the Shenandoah*

1. *Sauces, - Consisting of*

- 1. *Pepper Biscuits &*
- 3. *Peppercorns &*
- 3. *Peppercorns & 3. S. Sals &*
- 55 *Peppercorns &*
- 180 *Fire Bricks &*
- 1. *Box Cement*

*Jno Grubball*  
*Lieut C. S. Navy*

WALTER, MAY AND CO., DISTRICT OF COLUMBIA, WASHINGTON.

OSWALD & INGLIS, WASHINGTON, D. C.

Carter

PRIVATE  
**BALL**

GIVEN BY  
Messrs. Cades & Drayton,  
TO THE OFFICERS OF THE  
"SHENANDOAH,"

Craig's Royal Hotel,  
Friday, February 10th.

Melbourne Cricket Club.  
HONORARY MEMBERS' CARD.

Issued *28 Jan 18*

*W. Grubball* Hon. Sec.

In force for One Month from date.

### JOHN GRIMBALL

For half a century John Grimball went the quiet unpretentious, useful ways of a good citizen of Charleston, practicing his profession of the law and planting successfully, unaffected, companionable, serene, a golden-hearted gentleman in whose society there was always to be found pleasure and satisfaction. And none would have known from casual contact or even from daily association with him, save, by chance, that a tremendous story of adventure, a splendid record of service, a unique distinction was wrapped in his modest personality. The tale of his service as a young and daring officer of the Confederate navy during the four years of the war between the States would match any stirring romance that could be written, yet from him its incidents were barely to be had and only in intimate recountal. High hope, devotion, dauntless courage and daring enterprise characterized the service he gave to the cause for which his youthful heart burned, and it was his happy fortune to find an almost unbounded sphere of action for his soaring spirit.

From the firing of the first gun in Charleston harbor to the surrender of the last ship of the Confederacy, months after the war had ended, John Grimball was in active service by land and sea. It is entirely safe to say that no other participant in that great struggle had a record equal to his. His service, moreover, took him to the uttermost parts of the earth and his adventures were in all the seas. The cruise of the Shenandoah, extending into arctic recesses, was one of the most amazing feats in the annals of naval warfare and its story reads like an ancient epic. In every post of danger and responsibility, in every task to which he was assigned, in all the thrilling enterprises in which he was engaged, John Grimball acquitted himself nobly and well, with debonair assurance that outstares difficulty and makes possible the impossible. And, when it was all over, after a brief seeking of fortune in foreign lands, he came back to his home and took his place among his own people and rekindled the fires on the old hearthstone and lived and died calmly and content, seeking no plaudits and sounding no plaints.

Evening Post.

Dec. 28 1933.

News & Courier.

December 27 1933 WEDNESDAY

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## JOHN GRIMBALL HAS PASSED AWAY

### BRAVE NAVAL OFFICER

#### Distinguished Record in the Confederate Navy—Lawyer and Planter

Mr. John Grimball, the ranking officer of the Confederate Navy and probably the oldest graduate of the United States Naval Academy at Annapolis, died at his residence, No. 1 Ashley avenue, at about 11 o'clock Monday night.

Mr. Grimball, a class mate of George Dewey at Annapolis, had a long and distinguished record of sea service during the War Between the States; the most notable chapters of which were enacted on the famous Confederate cruiser Shenandoah and on the Confederate ram Arkansas which fought Farragut's fleet at Vicksburg in one of the most desperate encounters in naval annals.

With the celebrated cruise of the Shenandoah Mr. Grimball's name will always be closely associated. He was with this ship, attaining the rank of first lieutenant, during the whole of her career, from the time of her outfitting to her delivery to the British government upon her return from her last voyage to Northern waters where she had been playing havoc with the Federal whalers. On that cruise the Shenandoah was for a long period completely out of touch with affairs in the world. Not knowing that Lee had surrendered and that the war was over, her officers continued the operations against Federal shipping long after naval and military activities had ceased, and was not until some six months after the fall of the Confederacy that the Shenandoah was brought back to Liverpool and surrendered to the British authorities.

Mr. Grimball was born in this city on April 18, 1840, a son of John B. and Margaret (Morris) Grimball. John B. Grimball was also born at Charleston, in 1800, a son of John Grimball, who, too, came into the world at Charleston. The Grimball family was founded in the American colonies by Paul Grimball, who came to them in 1680 from England and located at Charleston. Margaret Morris was born on the way from New York to Charleston in 1810, while her parents, Mr. and Mrs. Lewis Morris, were on their way South. He was one of the signers of the Declaration of Independence, representing New York in the momentous conference which produced that document.

John Grimball was reared at Charleston until he was fourteen years of age, at which time he entered the United States Naval

TO NEXT PG

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John Grimbail was reared at Charleston until he was fourteen years of age, at which time he entered the United States Naval Academy, and was there from 1854 to 1858, being graduated in the latter year, in his class being a number of men who later became distinguished, among them Admiral Dewey. For the subsequent two years Mr. Grimbail was on the Mediterranean sea, when, returning home on December 20, 1860, he resigned from the United States navy and entered that of the Confederacy. His first ship was the Lady Davis and his last was the Shenandoah.

Upon the surrender of this vessel to the British government, Mr. Grimbail went to Mexico, and was on a ranch for about a year, when he returned to Charleston and studied and practiced law for a short period. He then went to New York city and carried on a general law practice there for about sixteen years. His heart turned toward Charleston and he came back and for a few years was engaged in rice planting along the Pon Pon river. When he retired from this undertaking he felt that he had earned a little leisure, so took up his permanent residence in the city of his nativity.

Mr. Grimbail was twice married, first in 1875, to Miss Catherine Moore, of Huntsville, Alabama, who died in less than a year without issue. In 1886 Mr. Grimbail was married to Mary G. Barnwell and they became the parents of the following children: William H., a member of the law firm of Whaley, Barnwell & Grimbail, of Charleston; Arthur, a cotton exporter, a member of the firm of Boykin & Grimbail, Inc., of Charleston; John B., a cotton merchant, of Charleston, and George E., a lawyer, with offices on Broad street. Mr. Grimbail was a member of Camp Sumter Confederate Veterans and the Graduate Association of the United States Naval Academy.

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by their immunities, they have not perhaps made as good pace as they might have done with their general elementary education, but altogether their progress has been marvellous. The congested, entangled States of Western Europe—leave out the Russian and British systems, which are neither of them truly European—are destined to achieve ultimate unity under the same irresistible forces of transport that have expanded and held together the American United States. Their unification may be complicated or arrested by the unavoidable interweaving of the Slav and British systems with their destinies, and it is surely impossible for anyone outside the Belloc type of mentality to imagine either English speaking or Latin speaking America having neither voice nor snare in the European part of their recrytallization of the world's affairs.

In this new order of life into which our kind is passing, Roman Christendom will become a local tradition any province, just as Sumneria was swallowed up in Babylonia, just as the empires of Babylon and Egypt became memories and provinces in the empire of Rome. We are not developing new races, but merely mingling those we have; our cultures do not so much differentiate as fuse, so they may reasonably hope to have at last one creative culture with many aspects, replacing the partial civilizations of the past.

The fates imposed it upon Belloc that he should see these things and deny them. His lot, I think, might have been happier had he been born and settled in some rich little town in South France, there sat in a cafe drinking his good wine, orating and denying, without irritation, of having seen and known. But it was decreed that he should go to America and come back to report a strange and terrible land, where mountains are not really mountains nor rivers rivers where a strange race grows outside the pale. And an exile in modern England he has been forced too to turn his eyes into the depths of the past to see how life arose, how it has come to be that man will pass beyond man. And that, also, he denies with much banging of a little round drum of a table on a terrace. The American is a phantom, geology a lie; the only true world is Latin-made Europe. And if heaven had not created it specially for jolly men, Belloc would and in the warmth of congenial friendliness of it Belloc will sit fighting reality with voice and gesture until the good red wine runs out and the sun goes down upon him for the last time.

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**England Urged to Collect**  
London, Feb. 16.—(A.P.)—The Association of British Chambers of Commerce has sent letters to the premier, foreign secretary and chancellor of the exchequer calling attention to the amount of the debts due from France, Italy and other countries.

The association asks the government to approach France and Italy with a view of obtaining a payment on account, pending a settlement of the debts on a fair basis.

**Would Retrieve Glove Trade**  
London, Feb. 16.—(A.P.)—Efforts are being made to rehabilitate the glove industry in this country. Today, owing to foreign competition there are only nine manufacturers of gloves in London. The Worshipful Company of Glovers, with the help of the board of trade, is making an effort to get some of this trade back to England.

**He Speaks Again**  
Since then the commission has been living partly on its savings, which will be exhausted in April, but more on hope.

General Dawes is then reported to have uttered another of his famous profanities. He said (anyway, they say he said):

"Jumping great auks! No wonder they had to get me here to cure the German budget! My first suggestion might be that the Reparation Commission be reduced to ten persons and that it sit in Berlin."

Dawes next scandalized his Latin colleagues on the commission by taking only half an hour for lunch. He went out at 1 o'clock, dashed over to Fouquet's, scooped a ham sandwich and a glass of vichy, and determined to be the first at the reconvened meeting, did a creditable 100 yards back to the Astoria and up to the committee room.

He was first, all right. At 2.00 o'clock General Dawes arrived in the chairman's chair. At 2.10 he filled his pipe. At 2.30 the emptiness of the place getting monotonous, he went out in search of someone to talk reparations to.

To his surprise he found no armies of document-carrying, gum-chewing, typewriter-tapping experts. He found no corridor guides, no elevator elevators, no swing-door-operators. What he found was a lady who had her own idea of attacking repair and a scrubbing brush.

At 3.30, having investigated the ratons with a pall of tepid water in innermost recesses of the cavernous building, he was gratified to notice a return of life. A clerk came in.

**Fills His Pipe**  
At 4 p. m. he returned to the committee room and once again filled his briar.

And at 4.30 p. m. his first colleague—the Italian one—appeared. He was in an enthusiastic mood.

"Have you seen the Guitrys in their new Etollé Theatre?" he demanded. "No? Well, they're exquisite. Yvonne Printemps is divine. I give you my word—"

The French delegate arrived. "It is marvellous" he declared; "simply marvellous! To think that I have been in Paris all these years and never knew that they had cognac like that at Volsin's! It was delicious—it was—"

A briar pipe came suddenly and loudly in contact with a table.

"Huckleberries and daisies!" said General Dawes. "The Reparations Commission's sub-committee now come to order."

## EDUCATION IN AFRICA

### Anglo-American Commission to Study Needs

London, Feb. 16.—(A.P.)—An Anglo-American commission has left England to study the educational systems used in East, Central and South Africa and to draw up a report as to the best line on which the educational needs of Africa may be met.

The expedition will visit Abyssinia, Adis Ababa, Kenya and Uganda, and then proceed to Belgian Africa. The expenses of the trip are being paid from America bequest funds, and by British missionary societies.

Hitherto 90 per cent of the educational work among native Africans has been through missionary enterprise, but this commission will work with the British government in order to allow the latter to assume control of native education in the future.