

The Guidon Streamer 4

A supplement to the *Guidon* of the Col. George L. Willard Camp 154 SUVCW

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A Story of a Headstone, a Sailor and His Ship

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Members of the Sons of Union Veterans of the Civil War (SUVCW) spend time in old cemeteries rehabilitating, remounting, or cleaning headstones of veterans and, particularly, veterans of the Civil War. Very often the headstone that is the subject of attention is that of a soldier who served in a local regiment. In Troy, NY many men from the 125th New York Volunteer Infantry are interred. Our SUVCW Camp, Col G. L. Willard Camp #154, has frequently worked on headstones for this unit and we continue to check the stones we have helped maintain whenever possible.

At New Mt. Ida Cemetery in Troy, NY volunteers meet on a weekend close to Earth Day for a cemetery cleanup and to work on stones whenever possible. The work party at New Mt. Ida is often an assembly of fraternities from Rensselaer Polytechnic Institute, community members and the Willard Camp. Many volunteers participate in living history organizations and members of Willard Camp are also members of the US Naval Landing Party (USNLP; www.usnlp.org).

The Stone

During one event, the organizer of the work party, Alysia Hamilton, showed me a stone that had fallen from its base and was partially buried in the sod. Some edges of the headstone were beginning to be overgrown by grass and it needed retrieval before the burial process could become complete. Although it was not scheduled for cleaning and repair, Alysia really wanted to get the stone extracted. I was happy to oblige. A couple of one-by-two wood strips were strategically placed next to the stone so that it could be carefully flipped onto the makeshift platform. While this was going on, Joe Ferannini of Grave Stone Matters, happened to pass by on his way to the next stone that was actually scheduled for his rehabilitation work. Joe's first remark was "What's going on here?" As the stone flipped the first words visible were "U.S. Navy." We had recovered the relatively rare headstone of a sailor. The "wow" reaction was followed by Joe saying "We're getting this stone done today. . . ." Alysia knew the sailor's stone wasn't part of the planned work for the event but Joe quickly said that he would be happy to remount it if we could get the stone cleaned, the pins on the stone straightened and the pinholes on the base cleaned out and prepared for receiving both the grout and the headstone pins. Our sailor's name? - - the stone showed the name "R.J.H. McDougall."

At this point, it was decided to photo-document the steps needed for cleaning and rehabilitation in the hopes of using it as an example of what is needed to get an old marble

headstone (Figure 1) cleaned and back into place where it belonged. The steps in that process are available on the Col. G. L. Willard Camp website at the following link: <https://glwillard154.org/wp-content/uploads/2020/07/Guidon-Streamer-3-2020.pdf>

The Sailor and His Ship

Once the headstone rehabilitation was done, it only seemed appropriate to find out about our sailor who, after all, was really the focus of all the work. R.J.H. McDougall's first name was Robert, the initials "J.H." (James Henry) were passed on to him from his father. Although his gravestone appears to indicate a birth year of 1849, the last number of the year is damaged. His obituary and census records note 1845 as his birth year. We know that he originally lived in New York City and likely was born there [1].



Figure 1. Headstone several months after cleaning'

He enlisted in the U.S. Navy in the City on March 16, 1863 for a term of one year. Pension records indicate that he enlisted on the receiving ship *USS North Carolina* [2]. The rendezvous record lists Robert as "mulatto" standing at 5'2" tall and "18 years old." That would agree with the 1845 birth year. His rate was landsman and he was transferred to the *USS Circassian* on March 18, 1863 and served on that ship until February 9, 1864 [2]. The *New York Times*, reported that the *Circassian* arrived at New York City on February 2, 1863 along with the *USS Water Witch*. The *Circassian* brought prisoners from the *CSS Huntress* which burned off the coast of Charleston due to " . . . her cargo of cotton being stowed too near the boilers [3]." Presumably, during this stay in port our landsman boarded his ship. It wouldn't be too long before he visited his hometown again as the *Circassian* returned to New York City on May 9, 1863 [4].

The *Circassian* was originally an English-flagged steamer built with an iron hull and iron masts (Figure 2). On May 4, 1862, off the coast of Cuba between Havana and Matanzas, the *USS Somerset* saw the English ensign flying and came across the bow of the *Circassian* and hailed her. The commander of the *Somerset*, Lieutenant Earl English, ordered her to heave to but there was no



Figure 2. Drawing of the *Circassian* as a British Merchant (U.S. Navy History and Heritage Command, [NH 63870 CIRCASSIAN \(merchant and naval steamer, 1856-1876\) \(navy.mil\)](#)).

reply. A fired blank and then a shell off to her starboard side did not result in any change of course that would indicate compliance. The *Somerset* then fired a shell over the *Circassian* hoping that the explosion would convince them to stop but there was, again, no response. The final shot was directed at the *Circassian* and "...took effect in his fore rigging. He then stopped." After boarding and determining that the paperwork was not in order, Lt. English took possession of the English steamer. He then put acting Master William Arthur in charge to guide the prize to Key West for adjudication [5]. Mr. Z.C. Pearson, owner of the *Circassian*, wrote a letter to the *New York Times* saying that the ship was not headed to a blockaded port. In one *Times* story the Pearson statement was refuted. Basically, the master of the *Circassian* burned a package of letters, which was a suspicious act in itself. Unfortunately he failed to destroy a second package that contained a letter "... signed by Pearson himself, that the vessel should go to Havana, Nassau or Bermuda, and thence go to a port of America, "and to run the blockade if so ordered by the freighters ... [6]" On the other side of the Atlantic the House of Commons was debating maritime freedom and asked if the government is paying attention to the "...repeated interferences of the United States cruisers with British vessels in the West Indies, and particularly to the case of the *Circassian* ... [7]"

Serendipity had not only favored us with a rare Civil War sailor's stone that we could restore but also a landsman who was an African-American. The integrated Navy during the Civil War is a story unto itself*. Many of these men were assigned to colliers or supply ships and Robert's service on the *Circassian* is consistent with that type of billet because she was a supply ship in the East and

* See, for example, Ramold, S.J., *Slaves, Sailors and Citizens, African Americans in the Union Navy*. Northern Illinois University Press (2002) and Tomblin, B.B., *Bluejackets & Contrabands, African Americans and the Union Navy*, The University Press of Kentucky (2009).

West Gulf Blockading Squadron. That service also explains the rapid turnaround in visits to New York City. Picking up and delivering supplies and mail along the Atlantic coast and the Gulf of Mexico would require frequent trips up North and multiple return trips. Available muster records show that Robert was listed as present on-board ship March 19, May 13, June 4, August 22, and December 31, 1863 [2]. The gap between August and December may simply be due to a lack of records but it may also be due to the active period for the *Circassian* in its theater of operations.

On June 16, 1863, just a few months after McDougall joined the ship, the *Circassian* captured the sloop *John Wesley* off St. Marks, on the Gulf coast of Florida with a cargo of 12 bales of cotton. The prize ship was deemed unseaworthy by courts in Key West but the cotton was condemned as a prize of war and was shipped back on the USS *Union* for sale in New York City [8].

In September, and possibly part of October 1863 the *Circassian* was ordered to take on temporary blockade duty at the Sabine Pass until it could be relieved by the USS *Seminole* [9]. The Second Battle of the Sabine Pass started on September 8, 1863 and the blockade duty of the *Circassian* is most probably related to that failed attempt at an incursion into Texas [9]. The USS *Granite*, *Arizona*, *Clifton*, and *Sachem*, bearing a total of 27 guns, made their way up the Sabine River to engage Ft. Griffin (formerly Ft. Sabine) with only 6 guns. There was supposed to be an amphibious landing by Union troops but the accuracy of the Confederate batteries thwarted the landing and resulted in the capture of the USS *Sachem* and *Clifton* along with over 300 naval personnel. The combined army and navy forces left Texas and headed to New Orleans. The *Circassian* brought with her 42 prisoners and a Rhode Islander who escaped his Rebel captors [10]. It appears that the *Circassian* returned to blockade duty outside the Sabine Pass around October 14, 1863 [11] and then headed East to Boston. Apparently, she made several round trips from Boston to Port Royal and into the Gulf [12]. Eventually she made her way to Hampton Roads around December 12 after another trip to the Gulf.

Just prior to her arrival at Fort Monroe, Hampton Roads the *Circassian* had an adventure with a blockade runner. On December 9 the *Circassian* captured the English screw steamer *Minna* sailing out of her homeport of Waterford. At the time of her capture the *Minna* was traveling from Nassau, New Providence Island to an unknown Confederate port. Lt. Eaton, commanding the *Circassian*, stated in his report that they thought the ship was due for Charleston. Other sources indicate that the *Minna* was having trouble with a leak and, on the way to Wilmington, North Carolina, was given assistance by the *Ocean Wave* which was bound for New York [13]. Her cargo was valuable and consisted of “. . . iron, vitriol, hardware, dry goods, powder” and Eaton stated “she has also as cargo a propeller and shaft and other parts of a marine engine, perhaps intended for some rebel ironclad [14].” During the chase, the captain of the *Minna* gave the order to sink her by opening the sea cocks and disabling the bilge pumps to speed her demise. However, the Union boarding party led by engineer Theodore Lewis was able to interrupt the act and save the ship which was ordered to travel to Boston. The prize was estimated to be worth \$250,000 of which one-tenth would be divided among the crew of the *Circassian* [13]. One of the most

frequently mentioned items of the cargo was a consignment of Bibles headed for the Confederacy. These Bibles continue to appear at auction (Figure 3; [15]).

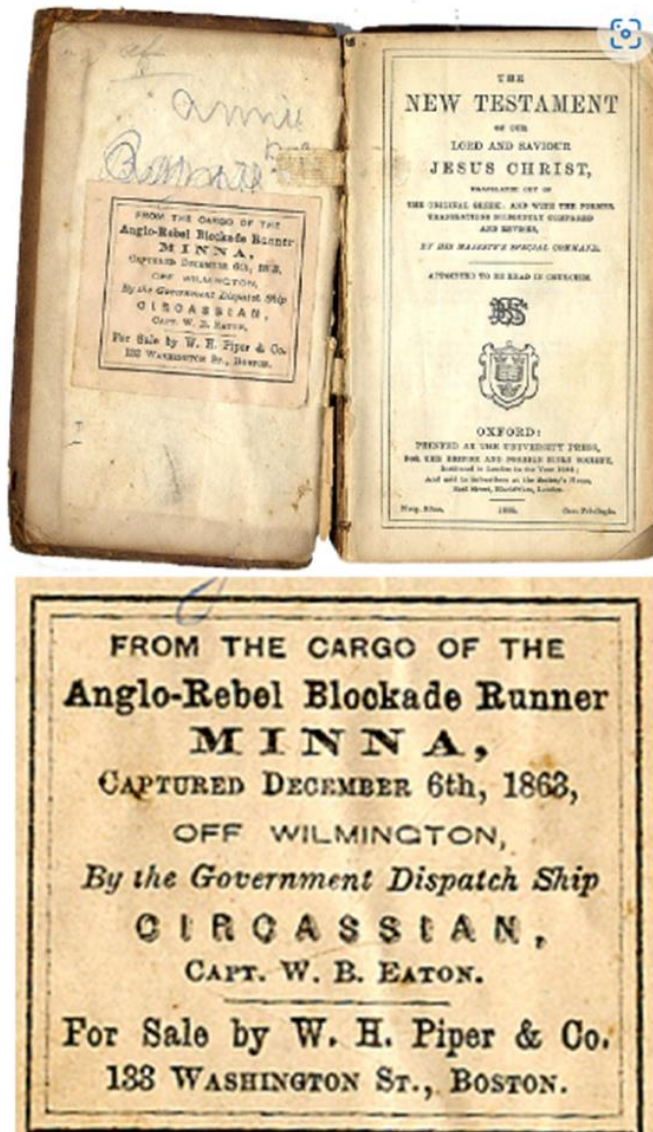


Figure 3. A Bible from the Blockade Runner Minna (Raynor's HCA Auctions, Burlington, NC, used with permission; [THIS BOOK CAPTURED OFF THE BLOCKADE RUNNER MINNA - Sold January 28, 2022 \(invaluable.com\)](https://www.invaluable.com/this-book-captured-off-the-blockade-runner-minna-sold-january-28-2022)).

McDougall did not hit the main deck but may have passed through an open hatch onto a lower deck. This resulted in a severe inguinal hernia; the "rupture" that is noted in the affidavit statement above and noted in several documents [18, 19].

He spent some time in the ship's infirmary recovering and eventually followed the *Minna* to Boston. There, even with his injuries, he helped outfit the new double-ender side-wheeled gunboat USS *Osceola* which was designed for riverine warfare [20, 21]. It was built in the shipyards of John J. Curtis and Edward F. Tilden in East Boston and was commissioned in February, 1864. Shortly afterwards, it appears that McDougall was transferred to the receiving ship USS *Ohio*, a 26-

It is likely that McDougall was injured during, or after the short pursuit of the *Minna*. Sometime in December, 1863 McDougall had an accident. A pension affidavit by a shipmate, obtained during the case of his widow's continuation of Robert's pension, states [16]:

"I was a shipmate of Robert J. H. McDougall on ship Circassian under Capt. Eaton and well remember when he (McDougall) fell from the yard arm. We were at sea and he was very badly bruised about the lower part of his body. . . I saw him when he was getting better and the ships [sic] Surgeon had him in bandages over the lower part of his body and holding in his rupture . . . He was doing his regular duty when he fell and the accident was not any fault of his. It was as nearly as I can remember about the last of 1863 or say about three or four months before he was discharged. He never got so from his rupture and injury that he was able to do regular duty after his fall."

An original declaration for a pension gives a little more detail in that it states that he ". . . fell from the yard arm into the hold [17]." This statement suggests that

year-old sailing ship of the line [22, 23], in preparation for discharge from the service which occurred on March 15, 1864 (Figure 4).

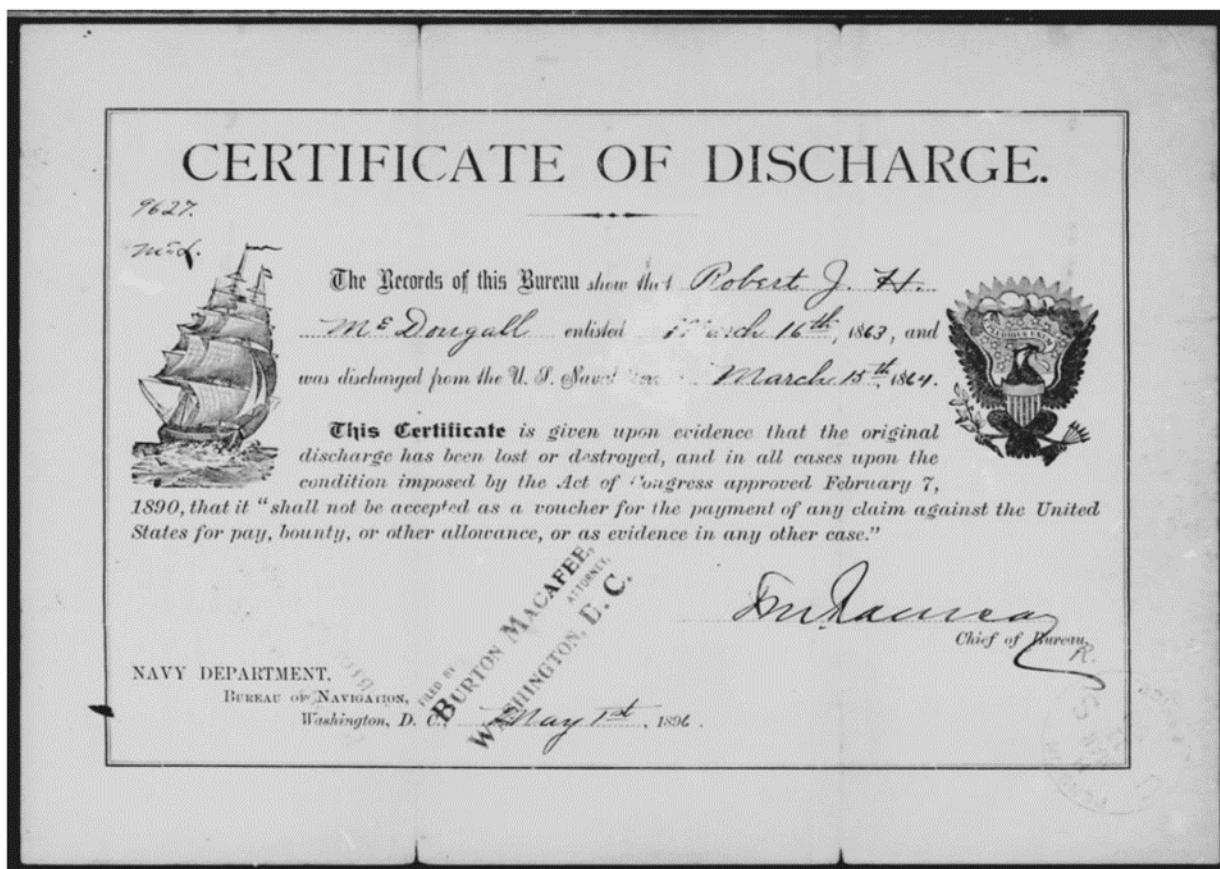


Figure 4. Discharge Certificate of Landsman Robert J. H. McDougall, March 15, 1863
<https://www.fold3.com/image/26261043>.

After the war McDougall made his way to Troy, NY. He studied to become a preacher and was eventually admitted to the ministry in 1898 [24]. He simply could not manage the day-to-day rigors of a parish on his own due to his Navy injury [24, 25]. But he was associated with the African ME Zion church in Troy; presumably he was a member and preacher at the Seventh Avenue African Methodist Episcopal Church (the antecedent community to the Fifth Avenue AME Zion Church in Troy, NY [26, 27]. Otherwise, his occupation noted in the 1900 US census was “waiter.” On that same census he is shown living in Troy at 61 Union Street with wife Charlotte L. McDougall [28].

Like many Civil War veterans, Robert had a difficult time with his pension and struggled with the amount he received. He was notified that his claim was “ratable” in September of 1896 [29]. His declaration of original invalid pension was dated November 14, 1899 [17]. Prior to that two affidavits were filed on his behalf on November 16, 1896 [26, 30]. Eventually, he was issued pension certificate #25161 but it was quite late in his life. A little more than a year later, January 12, 1901, veteran sailor John McDougall passed away as a result of heart failure (Figure 5) and he was interred at New Mt. Ida Cemetery. Due to poor documentation of the marriage between Charlotte and Robert, she had to get legal assistance in order to claim the invalid pension and any

accruals [31, 32]. Eventually, she was able to document the marriage (January 4, 1876; [33, 34]) and make application as a widow of Robert McDougall. A widow's pension certificate was eventually issued [35]. Nevertheless, due to her poor financial situation Charlotte moved in with relatives who lived in New York City. In 1914, she requested an increase in pension assistance [36] but no record

of an increase was found. Charlotte died on January 12, 1919 -- eighteen years, to the day, after her husband's passing [37].

The Final Cruise

We now know the story behind Robert's stone, his naval exploits and a bit about Robert and Charlotte McDougall. What was the fate of his ship, the *Circassian*? Both Robert and Charlotte outlived the USS *Circassian* by decades. Once the Civil War was over the U.S. Navy decommissioned ships and either sold them or placed them "in ordinary" which is the equivalent of being put in storage or "mothballed." The *Circassian* made her final trip to Boston on April 11, 1865, and was decommissioned shortly thereafter [38]. By Jun 22, 1865 she was sold but became the subject of bitter international ownership issues harkening back to her acquisition by the United States as a prize of war.

She became an English-flagged merchantman owned by S.S. DeWolfe and Company of Liverpool. As noted earlier, she was originally built as a steamer with sail but she was converted to being a sailing vessel exclusively. In early November 1876, her first voyage after being converted, she left Liverpool for New York City. Unfortunately, the voyage would be filled with severe weather and rough seas. At one point she lost the topmost portion of her masts

HEALTH DEPARTMENT.

A Verified Transcript from the Register of Deaths in the City of Troy, County of Rensselaer, State of New York:

Name of deceased, *Robert J. Mc Dougall*
 Age, *55* Years, *8* Months, *—* Days
 Registered Number, *25344*
 Date of Death, *January 12 - 1901*
 Single, Married, Widowed, (Indicate by *M*, *M*, *W*) *Married*
 Race or Color, if other than White, *Black*
 Occupation, *Local Preacher*
 Birthplace, *New York City*
 How long } Here *28 Years*
 Resident } In U. S., if foreign.
 Father's Name } *Charles Mac Dougall*
 and Birthplace, } *New York City*
 Mother's Name } *Rebecca Mac Dougall*
 and Birthplace, } *New York City*
 Place of Death, *61 Union Street*
 Cause of } Chief Cause *Disease of the Heart*
 Death, } Other Causes
 Time from attack } Chief Cause *12 Days*
 till Death, } Other Causes
 Medical Attendant, or other Attestant, *Washington Allen*
 Place of Burial, *New Mt. Gile Cemetery*

I hereby solemnly attest that this is a true Transcript from the Public Register of Deaths, as kept in the City of Troy, County of Rensselaer, and in the State Bureau of Vital Statistics of New York.

Signed *Edward Botton*
 City Registrar.

Dated at Troy, N. Y.,
 the *12* day of *September*, 1901.

U. S. DEPARTMENT OF COMMERCE
 BUREAU OF VITAL STATISTICS
 WASHINGTON, D. C.

Figure 5. Certificate of Robert's Death on January 12, 1901.

(topgallants). On November 30, the *Circassian* altered course during the lull of the storm to assist the crew of a foundering vessel, *Heath Park*, after which they headed for New York [39].

On December 11, while navigating off the coast of Long Island, severe weather hit again. With freezing temperatures, high winds, sleet and snow the ship became glazed in ice. Then the worst of all possible scenarios occurred, the ship went hard aground -- stranded on a bar. Although the ship was being beaten by the surf the entire crew, as well as the men from the *Heath Park*, made it to shore. Now the issue was how and when to recover the ship and save as much cargo as possible. Salvage crews and wreckers, many from a local Shinnecock Indian Reservation, worked over the next week to pump out water, remove cargo to other ships and free the *Circassian*. On the evening of December 29, yet another storm approached and all operations related to recovery were stopped. The wreckers and crew begged the captain to allow them get to shore before the weather conditions worsened. That did not happen [39].

The men on board lashed themselves to the rigging but the pounding continued to thrash the ship. Men, mast and rigging fell into the sea. Later the iron hull of the ship split in two, the bow sunk and more men, still lashed to the rigging, fell into the sea. Twenty-eight of thirty-two men perished including ten Shinnecock [39, 40]. The end of the *Circassian* was catastrophic. Her final throes at the hands of nature on December 30, 1876, destruction that was unmatched by anything that warfare could cause, were a tragedy for the Shinnecock families and the residents around Mecox Bay, Long Island [41].

Acknowledgments

Thanks to Brian Castler of Willard Camp 154 for obtaining the documents from Fold3. I would like to thank Dee Dziwulski, Michael Dziwulski and Cameron Smith for reviewing the document and making suggested edits.

Bibliography with Notes

Note: You will need an account to access the documents at the fold3 military records site. Seven-day free trials are available.

1. Ancestry.com <http://search.ancestry.com/cgi-bin/sse.dll?indiv=1&db=WebASM-9748&h=40038&new=1> and National Park Service Soldiers and Sailor database <https://www.nps.gov/civilwar/search-sailors-detail.htm?sailorId=MCD0004>
2. Pension document, May 29, 1896, <https://www.fold3.com/image/26262084>
3. New York Times, February 2, 1863 (<http://www.nytimes.com/1863/02/09/news/southern-coast-arrival-united-states-gunboats-circassian-water-witch.html>), accessed March 14, 2023.
4. New York Times May 10, 1863, (<http://www.nytimes.com/1863/05/10/news/the-blockading-squadron-arrival-of-the-united-states-steamer-circassian.html>), accessed March 14, 2023.
5. Official records of the Union and Confederate Navies in the War of the Rebellion; Series I, Page 231 in Volume 17: Gulf Blockading Squadron (December 16, 1861 - February 21, 1862); East Gulf Blockading Squadron (February 22, 1862 - July 17, 1865).
6. New York Times June 24, 1862 ([The Prize Steamer Circassian a Falsehood Nailed , The New York Times, June 24, 1862 \(nytimes.com\)](http://www.nytimes.com/1862/06/24/news/the-prize-steamer-circassian-a-falsehood-nailed.html)), accessed March 15, 2023.
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8. Official records of the Union and Confederate Navies in the War of the Rebellion; Series I, Page 474 in Volume 17: Gulf Blockading Squadron (December 16, 1861 - February 21, 1862); East Gulf Blockading Squadron (February 22, 1862 - July 17, 1865)
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10. Official records of the Union and Confederate Navies in the War of the Rebellion; Series 1, p. 544, in Volume 20: West Gulf Blockading Squadron (March 15, 1863 – December 31, 1863).
11. Official records of the Union and Confederate Navies in the War of the Rebellion; Series 1, p. 626, in Volume 20: West Gulf Blockading Squadron (March 15, 1863 – December 31, 1863).
12. Official records of the Union and Confederate Navies in the War of the Rebellion; Series 1, p. 700, in Volume 20: West Gulf Blockading Squadron (March 15, 1863 – December 31, 1863).
13. Doherty, Andrew, Waterford Harbort Tides & Tales, ([The Minna and the Circassian, Irish blockade runners - Waterford Harbour Tides & Tales \(tidesandtales.ie\)](http://www.tidesandtales.ie)), accessed March 16, 2023.
14. Official Records of the Union and Confederate Navies in the War of the Rebellion; Series 1, p. 341 in Volume 9, North Atlantic Blockading Squadron (May 5, 1863 – May 5, 1864).
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16. Pension affidavit by Thomas H. van Hagen, March 8, 1901, Philidelphia PA, <https://www.fold3.com/image/26262984> .

17. Declaration for an Original Invalid Pension, November 14, 1899, Troy, NY, <https://www.fold3.com/image/26262978> and <https://www.fold3.com/image/26262980>. This document states that he fell from the yard arm into the hold and that fall cause a hernia and other damage. The term “entirely disabled” was used.
18. Surgeon’s Certificate, August 15, 1900, <https://www.fold3.com/image/26262133> and , <https://www.fold3.com/image/26262135> . In this certificate the surgeon claims that Robert is unable to earn his living. The examination stated the he had the appearance of a “broken down old man.” His lungs exhibited coarse rales and the surgeon noted he “expectorates greenish phlegm.” It was determined that he was entitled to the standard \$12/month pension. That does not mean he received an increase from his original \$8/month pension.
19. Pension affidavit by Theodore Park, April 20, 1901, <https://www.fold3.com/image/262622993>. This affidavit was filed on behalf of Charlotte McDougall by the paymaster of the USS *Ciracassian*. In the document he states that Robert was “fixed up” after his accident. He relates how, duing his regular duties taking in sails, he fell and never got up. The injury was more extreme that just a rupture. It extended to all parts of he hip and back and the “. . . accident happended before the holidays in the year 1863.”
20. Naval History and Heritage Command, [Osceola I \(Side-wheel Double-ended Gunboat\) \(navy.mil\)](https://www.history.navy.mil/our-navy/19th-century/1860s/01-osceola), accessed on March 16, 2023.
21. Wikipedia, [USS Osceola \(1863\) - Wikipedia](https://en.wikipedia.org/wiki/USS_Osceola_(1863)), accessed on March 16,2023.
22. Wikipedia, [USS Ohio \(1820\) - Wikipedia](https://en.wikipedia.org/wiki/USS_Ohio_(1820)), accessed on March 16, 2023. A receiving ship is and old ship which is no longer active but is not “mothballed.” These old ships of the line were used to accept new recruits into service before they transferred to their active station, served as a stopping point between assignments or were the last stop before discharge.
23. Naval History and Heritage Command, [USS Ohio \(navy.mil\)](https://www.history.navy.mil/our-navy/19th-century/1860s/01-ohio), accessed on March 16,2023.
24. Transcript from the Public Register of Deaths, Troy, NY, September 20, 1901, <https://www.fold3.com/image/26263061> .
25. Troy Daily Times, Obituary, January 14, 1901.
26. Pension Affidavit, November 6, 1896, <https://www.fold3.com/image/26262111> . This affidavit was prepared on behalf of Robert McDougall by Robert H. Hucless. This affidavit mentions that Robert “has been a local preacher in the AME church.” Hucless was a prominent African-American businessman (caterer and printer) who was very active in policial, social and fraternal circles. See [Robert Henry Hucless \(1844-1911\) - Find a Grave Memorial](https://www.findagrave.com/memorial/111111111/Robert-Henry-Hucless) for additional details.
27. Fifth Avenue A.M.E. Zion Church, Troy, NY (fifthavenueamezionchurch.com) . accessed on March 5, 2023.
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29. Pension Document, Medical Division, Department of the Interior, September, 22, 1896, <https://www.fold3.com/image/26261103> .
30. Pension Affidavit, November 11,1896, <https://www.fold3.com/image/26262107> . This affidavit was prepared on behalf of Robert McDougall by Benjamin Meyers.
31. Pension Affidavit of Claimant, March 28, 1901, <https://www.fold3.com/image/26263031> . This affidavit is a sworn statement by Charlotte McDougall regarding her relationship to Robert

McDougall, that they never divorced, etc. It is part of the documentaton needed to claim her widow's pension.

32. Pension *Inability* Affidavit of Claimant, March 20, 1901, <https://www.fold3.com/image/26263035>. This sworn statement by Charlotte McDougall discusses her inability to provide better proof of her marriage that what had already be supplied to the Pension Bureau. The sworn statement includes the following: " . . . the examiner should know that no license or public record as to marriage was requiried when she was mrd [S/C] married by the laws of this state; that no church record is required or has ever been required by the laws of this state. . . "
33. Declaration for Widow's Pension, January 21, 1901, <https://www.fold3.com/image/26263022> . The document states that Robert and Charlotte were married on January 4, 1876 by the Reverend Zachariah Tyler in Johnstown, NY. The document also mentions her divorce from Abram Anthony (due to adultery) on December 20, 1875. Regarding the divorce details see also <https://www.fold3.com/image/26263065> , and 26263067, 26263069 and 26263071.
34. Widow's Declaration of Pension or Increase in Pension, January 21, 1901, <https://www.fold3.com/image/26263349> .
35. Navy Widow Certificate No. 20397, <https://www.fold3.com/image/26261099> . This document has a certificate number and notes on the various actions taken. One panel has a note saying "Claim being consid[ered] with view to final action." and it is dated May 2, 1902. This is not the final pension document. See note 36 for the pension certificate number.
36. Personal Letter of Charlotte McDougall to the Pension Bureau, December 16, 1914. <https://www.fold3.com/image/26261109> with images 26261114 and 26261122. This letter explains that Charlotte received an increase from her husband's original \$8/month pension after he died. The pension was increased to \$12/month but after nearly 13 years there have been no additional increases. She states she is living with a cousin and her daughter but they can no longer care for her and an increase in her pension would help her situation.
37. Pensioner Dropped, February 28, 1919. <https://www.fold3.com/image/26260898> . This document shows the date of Chalotte's death and her pension certificate number, 15112.
38. Naval History and Heritage Command, [Circassian \(navy.mil\)](http://Circassian(navy.mil)), accessed on March 18, 2023.
39. The Hamptons.com, TheHamptons.com: Local Native Americans: The Circassian Shipwreck, accessed on March 18, 2023.
40. New York Times, *Loss of the Circassian*, December 31, 1876, p. 1;
41. Jeremy Native.com, [Circassian Shipwreck - On This Site \(jeremynative.com\)](http://Circassian Shipwreck - On This Site (jeremynative.com)) , accessed on March 18, 2023.