

Old Baldy Civil War Round Table of Philadelphia



June 8, 2006, The One Hundred and Forty-Fifth Year of the Civil War

"USS Alligator, Union Submarine"



June 8th Thursday Meeting

The June 8th Meeting of the Old Baldy Civil War Round Table will start at 7:30 pm on Thursday at the Civil War and

Underground Railroad Museum at 1805 Pine Street in Philadelphia. The program will be "**The USS Alligator, Union Civil War Submarine**". Mrs. **Alice Smith**; a local historian; has lived in the triple-town area of Delanco; Riverside; and Delran for over fifty years. As current historian for the Dobbins Memorial United Methodist Church in Delanco; Alice recently completed a five-year research project which culminated with the publication of a book entitled *Sermon in Glass*. She is a member of the Township of Delanco Historical Preservation Advisory Board and the Newton's Landing History Committee. Alice is currently the archivist for Riverside's Historical Society. She assisted in the research for Riverside's history book - *A 150 years of Progress*-

Her current project is the Hunt for the USS Alligator... the Union's Civil War submarine. She was an invited guest speaker of the National Oceanic and Atmospheric Administration (NOAA) at the Third Annual Alligator Symposium and Workshop held at the Independence Seaport Museum in Philadelphia on November 8th. Her presentation centered on local research - hunting for descendants of the submarine's crew and the submarine prototype; which according to the descendants of Pierre Leon's family; may still be in the waters of the Rancocas Creek along Riverside's shore.

The President's Letter

I understand I missed an interesting and enjoyable meeting last month. Author and historian **Doug Gibboney** came all the way from Carlisle, PA. to entertain the group with excerpts from his book "Scandals of the

Civil War." I hope Doug enjoyed his visit as much as those attending enjoyed his presentation. I wish to thank our vice-president **Herb Kaufman** for running the show and bringing our book raffle back to life.

We have a special program scheduled for June. Mrs. **Alice Smith**, of Delran, New Jersey, will be talking about a subject that has been in the news over the last year or so. We all heard about the Confederate submarine the CSS Hunley. Well it appears that the Union Navy also had developed a submarine named the USS Alligator. What is the most exciting news is that the sub may still lie beneath the waters of the Rancocas Creek near Riverside, New Jersey. Our speaker has given presentations on the subject to the National Oceanic and Atmospheric Administration (NOAA) and the Independence Seaport Museum as well as several local Civil War round tables. Mrs. Smith will bring us up-to-date on the recovery project. Don't miss this one!

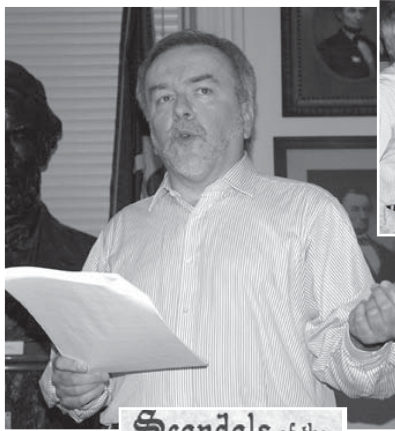
A special thanks to long time member and past president of the Old Baldy CWRT **Blake Magner**. Blake led us on a most interesting and informative tour of the historic Laurel Hill Cemetery at the end of April. The weather was perfect - sunny and not too hot. Blake - who wrote the book on the cemetery - not only covered the burial sites of famous Civil War personalities he also pointed out many other historic graves in Laurel Hill. To mention one there is Benjamin Hodgson, killed at Little Big Horn. Another interesting site visited was the final resting place of Henry Deringer, developer of the famous pocket pistol. For those who were not on the tour you may order Blake's book, "*At Peace With Honor; The Civil War Burials of Laurel Hill Cemetery*", Philadelphia, Pennsylvania by writing to C W Historicals, P. O. Box 113, Collingswood, NJ 08108. Price is \$10.00 plus postage. See You All On June 8th. Remember Dinner At The Marathon Restaurant, 19th & Spruce At 5:30 P.M. The Museum Opens At 6:30 P.M. Regards,

Mike Cavanaugh
President

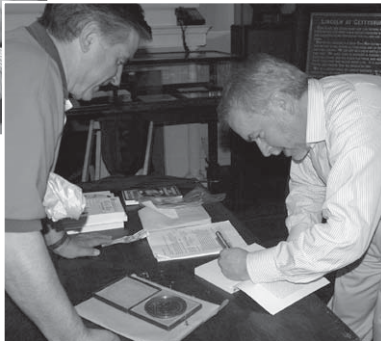
Old Baldy CWRT 30th Anniversary

In January the Old Baldy CWRT will celebrate its 30th Anniversary. We are planning a dinner with a name speaker. More details next issue of our newsletter.

Bring a friend, neighbor and another Civil War buff to enjoy a fascinating subject and to support our speakers at Old Baldy.



Doug Gibboney



“Scandals of the Civil War”

Doug Gibboney, Author and historian, gave a great presentation on some of the “Rowdies” of the Civil War. He gave us a glimpse into the heavy drinking and illicit romances of some of the “Heroes” of that era. Showing us that these people were still human and had those failings that humans have. We appreciate the research and work that went into his book and his excursion to Philly to share parts of his work with us... Once again we had a very informative and entertaining meeting.

Today in Civil War History *The Battle of Cross Keys June 8, 1862*

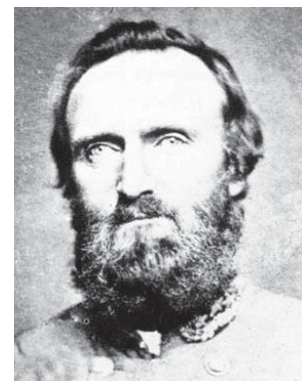
Prelude: The hamlet of Port Republic lies on a neck of land between the North and South rivers at the point where they conjoin. On 6-7 June 1862, the army of Maj. Gen. Thomas J. Jackson, numbering about 16,000, bivouacked north of Port Republic, Ewell's division along the banks of Mill Creek near Goods Mill, and Winder's division on the north bank of North River near the bridge. One regiment (15AL) was left to block the roads at Union Church. Jackson's headquarters were in Madison Hall, the home of Dr. Kemper, at Port Republic. The army trains were parked nearby.

Two US columns converged on Jackson's position. The army of Maj. Gen. John C. Fremont, about 15,000 strong, moved south on the Valley Pike and reached the vicinity of Harrisonburg on 6 June. The division of General Shields, about 10,000 strong, advanced south from Front Royal in the Luray (Page) Valley, but was badly strung out because of the muddy Luray Road. At Port Republic, Jackson possessed the last intact bridge on the North River and the fords on the South River by which Fremont and Shields could unite. Jackson determined to check Fremont's advance at Mill Creek, while meeting Shields on the east bank of the North Fork. A CS signal station on Massanutten monitored US progress.

Phase One. Skirmishing at Cross Keys Tavern: Late in the day on 7 June, Fremont's advance guard encountered Jackson's pickets near Cross Keys Tavern. A few shots were fired and the US cavalry fell back onto their main body, which was approaching. Darkness prevented further developments.

Phase Two. Surprise Raid on Port Republic: Colonel Samuel Carroll at the head of a regiment of cavalry, supported by a battery and a brigade of infantry, was sent ahead by Shields to secure the North River Bridge at Port Republic. Shortly after dawn (8 June), Carroll scattered the CS pickets, forded the South River, and dashed into Port Republic. Jackson and his staff raced down the main street from headquarters and across the bridge, narrowly eluding capture (two members of his staff were captured). Carroll deployed one gun aimed at the bridge and brought up another. Jackson directed the defense, ordering Poague's battery to unlimber on the north bank. Carrington brought up a gun from the vicinity of Madison Hall to rake the Main St. The 37VA Infantry charged across the bridge to drive the US cavalry out of the town. Carroll retreated in confusion, losing his two guns, before his infantry could come within range. Three CS batteries unlimbered on the bluffs east of Port Republic on the north bank of the South Fork and fired on the retreating Federals. Carroll retired several miles north on the Luray Road. Jackson stationed Taliaferro's brigade in Port Republic and positioned the Stonewall Brigade near Bogota with the artillery to prevent any further surprises.

Phase Three. US Deployment: Meanwhile, Fremont, with Cluseret's brigade in the lead, renewed his advance from the vicinity of Harrisonburg. After driving away the CS skirmishers, Cluseret reached and deployed his right flank along the Keezletown Road near Union Church. One by one, the US brigades came into line: Schenck on Cluseret's right, Milroy on his left, and Stahel on the



The Opposing Generals: John Fremont and Thomas J. Jackson Photos: The Image of War

far left, his left flank near Congers Creek. Bohlen's and Koltes' brigades were held in reserve near the center of the line. A regiment of US cavalry moved south on the road to secure the right flank. Batteries were brought to the front. Phase Four. CS Deployment: Gen. Richard Ewell deployed his infantry division (CS) behind Mill Creek, Trimble's brigade on the right across the Port Republic Road, Elzey's in the center along the high bluffs. Ewell concentrated his artillery (4 batteries) at the center of the line. As US troops deployed along Keezletown Road, Trimble advanced his brigade a quarter of a mile to Victory Hill



Cross Keys Battlefield Photo: The Image of War

and deployed Courtenay's (Latimer's) battery on a hill to his left supported by the 21NC Regiment. The 15AL, which had been skirmishing near Union Church, rejoined the brigade. Trimble held his regiments out of sight behind the crest of the hill.

Phase Five. US Attack and Repulse: Fremont determined to advance his battle line with the evident intention of developing the CS position, assumed to be behind Mill Creek. This maneuver required an elaborate right wheel. Stahel's brigade on the far left had the farthest distance to cover and advanced first. Milroy moved forward on Stahel's right and rear. US batteries were advanced with infantry lines south of Keezletown Road and engaged CS batteries. Stahel appeared oblivious to Trimble's advanced position. His battle line passed down into the valley, crossed the run, and began climbing Victory Hill. At a distance of "sixty paces," Trimble's infantry stood up and delivered a devastating volley. Stahel's brigade recoiled in confusion with heavy casualties. The Union brigade regrouped on the height opposite Victory Hill but made no effort to renew their assault.

Phase Six. Trimble's Flanking Attacks: Stahel did not renew his attack but brought up a battery (Buell's) to support his position. Trimble moved the 15AL by the right flank and up a ravine to get on the battery's left. In the meantime, Ewell sent two regiments (13VA and 25VA) along the ridge to Trimble's right, attracting a severe fire from the US battery. With a shout, the 15AL emerged from their ravine and began to climb the hill toward the battery, precipitating a melée. Trimble advanced his other two regiments (16MS on left and 21GA on right) from their position on Victory Hill, forcing back the US line. The US battery limbered hastily and withdrew, saving its guns. A US regiment counter-attacked briefly striking the left flank of the 16MS but was forced back in desperate fighting.

Phase Seven. US Withdrawal to Keezletown Road: Trimble continued advancing up the ravine on the CS right, outflanking successive US positions. In the meantime, Milroy advanced on Stahel's right supported by artillery. Milroy's line came within rifle-musket range of the CS center behind Mill Creek and opened fire. US batteries continued to engage CS batteries in an artillery duel. Bohlen advanced on the far US left to stiffen Stahel's crumbling defense. Milroy's left flank was endangered by Stahel's retreat, and Fremont ordered him to withdraw. Jackson brought Taylor's brigade forward to support Ewell if needed, but Taylor remained in reserve on the

Port Republic Road near the Dunker Church.

Phase Eight. US Attacks on the Right: Seemingly paralyzed by the decimation of Stahel's brigade on his left, Fremont was unable to mount a coordinated attack. He ordered Schenck's brigade forward to find the CS left flank south of Union Church. Ewell reinforced his left with elements of Elzey's brigade. Severe firing erupted along the line but quickly died down. CS brigadiers Elzey and Steuart were wounded in this exchange. Fremont withdrew his force to Keezletown Road, placing his artill-

ery on the heights to his rear (Oak Ridge). Artillery firing continued. At dusk, Trimble pushed his battle line forward to within a quarter mile of the US position, anticipating a night assault. CS accounts describe the US soldiers going into camp, lighting fires and making coffee. Ewell ordered Trimble to withdraw without making the attack.

Significance: The battles of Cross Keys and Port Republic were the decisive victories of Maj. Gen. Thomas J. "Stonewall" Jackson's 1862 Valley Campaign. At Cross Keys, one of Jackson's divisions beat back the army of Maj. Gen. John C. Fremont approaching from Harrisonburg, while elements of a second division held back the vanguard of Brig. Gen. James Shields' division advancing toward Port Republic on the Luray Road. During the night of 8-9 June, Jackson withdrew from in front of Fremont and at dawn attacked two of Shields's four brigades (commanded by Brig. Gen. E. B. Tyler), precipitating the battle of Port Republic. Fremont reached the vicinity too late to aid Tyler, who was badly beaten. With the retreat of both US armies, Jackson was freed to join the CS army commanded by General Robert E. Lee in the Seven Days' Battles against McClellan's army before Richmond.

Article: www.sonofthesouth.net/leefoundation

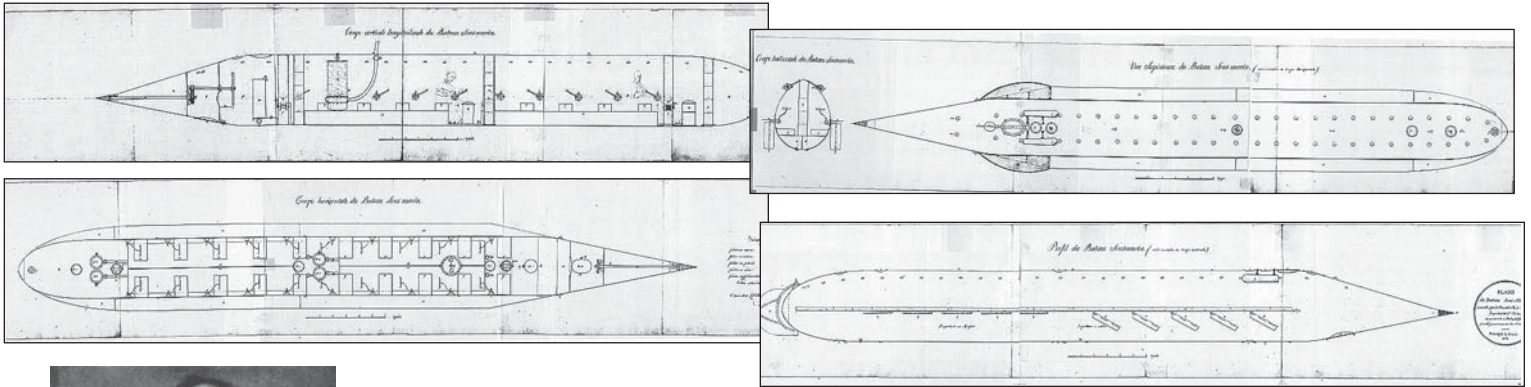
The USS Alligator

Imagine living in Philadelphia during the early days of the Civil War and reading the latest issue of the Philadelphia Evening Bulletin. A front page story reveals a strange and alarming tale: Harbor police have captured a partially-submerged, 33-foot long, cigar-shaped contraption moving slowly down the Delaware River.

This "infernal machine," as the paper described it, was the creation of French inventor, Brutus De Villeroi. Whether a deliberate publicity stunt or not, DeVilleroi succeeded in convincing the Union Navy that he could produce a submersible warship from which a diver could place an explosive charge under an enemy ship. Six months later, in November 1861, he was under contract to build the Union's first submarine.

Hence begins the little-known story of United States Submarine Propeller U.S.S. Alligator – a technological wonder akin to other great maritime advances of the Civil War era, including the well-known ironclad USS Monitor, and the recently-raised Confederate submarine, CSS Hunley.

Brutus de Villeroi's booklet of general plans for the Alligator



Samuel Eakins, civilian commander of the USS Alligator

Built in Philadelphia, the 47-foot long Alligator was primarily intended to counter the threat of the Confederate ironclad, the Virginia. Although the Navy specified that the submarine's construction take no more than 40 days at a cost of \$14,000, the project suffered long delays. As

project supervisor, DeVilleroi delayed completion by making changes during the process of advancing the initial design to an operational Naval vessel. As a result of serious liaison problems with the Navy, the contractor and himself, he effectively exited from the process and was later officially dismissed.

About a month after its launch on May 1, 1862, the oar-propelled submarine was towed to Hampton Roads, Virginia. Her first missions: to destroy a strategically important bridge across the Appomattox River and to clear away obstructions in the James River.

When the Alligator arrived at the James River, with civilian Samuel Eakins in charge, a fierce battle was being waged in the area. Because neither the James nor the Appomattox was deep enough to permit the vessel to submerge, it was feared that even a partially visible submarine would be vulnerable to seizure by the Confederates. The Alligator was sent to the Washington Navy Yard, for further experimentation and testing.

In August 1862, Lt. Thomas O. Selfridge accepted command of the submarine, after being promised promotion to captain if he and the Alligator's new crew destroyed the new Confederate ironclad, the Virginia II. During test runs in the Potomac, the Alligator proved to be underpowered and unwieldy. During one particular trial, the sub's air quickly grew foul, the crew panicked, and all tried to get out of the same hatch at the same time—prompting Selfridge to call the whole enterprise "a failure." He and his crew were reassigned and the vessel was sent to dry dock for extensive conversion. The dream of using this "secret weapon" against the Virginia II was scrapped.

Over the next six months, the Alligator's system of oars was replaced by a screw propeller. In early spring 1863, President Lincoln observed a demonstration of

the "improved" vessel. Shortly thereafter, RADM Samuel Dupont ordered the Alligator, once again commanded by Eakins, to participate in the capture of Charleston.

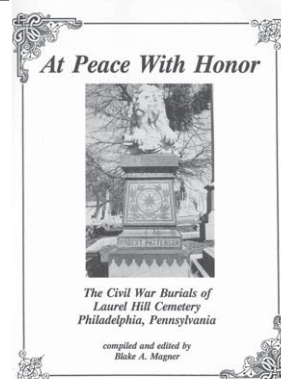
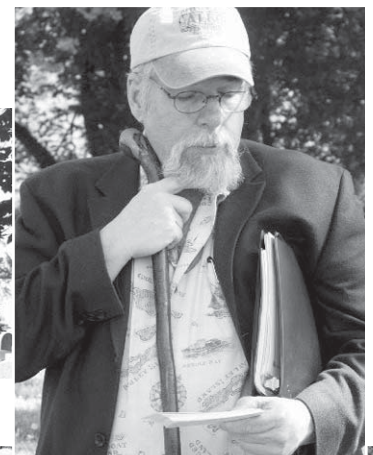
Towed by the USS Sumpter, the unmanned Alligator left Washington for Port Royal on March 31, 1863. On April 2nd, a fierce storm forced the crew of the endangered Sumpter to cut the submarine adrift, somewhere off the Cape Hatteras coast. According to reports sent to Secretary of the Navy Welles, the Alligator was "lost" at sea.

Article and Photos NOAA WEB Site

Laurel Hill Cemetery Tour with Blake

Beautiful sunny day, Saturday April 29, upper 60s, 12 people on the tour. Highlights included the graves of Meade, Pemberton, Dahlgren and son, the imposing lion-mounted edifice for General Patterson and the mournful woman over the grave of his son who committed suicide before an Army investigation into his unauthorized withdraw in 1862 at Catlett's Station.

By Jim Heenehan



Photos: Jim Heenehan, Bill Hughes

The Navy

"Philadelphia in the Civil War"

Published in 1913

Pennsylvania was well represented in the navy register of the Civil War period;

The most notable figure, native of Philadelphia, in the service was Capt. Charles Stewart. This fine old sea fighter was born when the British occupied Philadelphia in 1778; In 1862 he was promoted to the rank of rear admiral. For a long term he was the senior retired officer of the navy, and was only retired after seventy-one years of service. He died, at the age of ninety-one, in 1869. Other distinguished naval officers, natives of the State and all Philadelphians by birth or residence, were:

Rear Admirals James L. Lardner, David Dixon Porter; Sylvanus W. Godon, John A. Dahlgren, John C. Howell, Elie A. F. Lavalette, dark H. Wells, James McQueen Forsyth, Lewis Wood Robinson, Henry Kuhn Hoff, Edward York McCauley, George Wallace Melville, John Marston, George Campbell Read. **Commodores** William McKean, Joseph Beale; Edward Rees Thompson, Garrett J. Pendergrast, John C. Febiger, William Talbot Truxton, James H. Watmough, William J. McChmeyer, William Ronckendorf. **Captains** Benjamin Franklin Garvin, George Cochran, Albert Carpenter Gorgas, William Rawle Brown, Henry S. Steelwagen, H. A. Adams. **Commander** Abner Reed. **Lieut. Commanders** A. Boyd Cummings, John Livingston, D. Borthwick, James Patterson Robertson, Clarke Merchant. Henry Douglas McEwan, George H. White. **Lieutenants** Frank M. Ashton, Harrison Alien, Henry Clay McIlvaine.

U. S. Marine Corps Brig-Gen. Jacob Zeilin, Col. Charles Grymes McCawley, Col. James Forney, Major John C. Cash, Lieut. James Black Young.

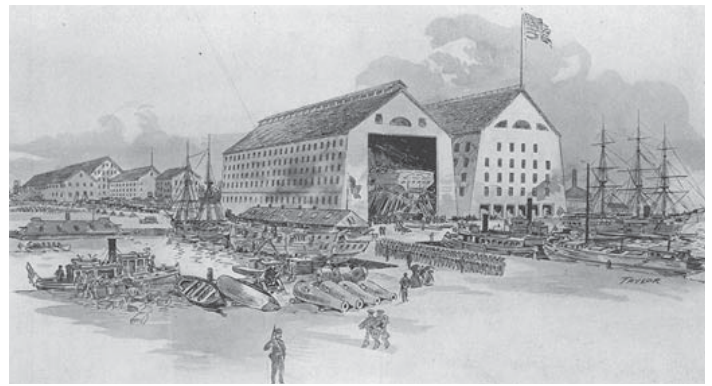
Surgeons Edward F. Carson, Samuel H. Peltz and William Whelan.

Necrology

Of the above officers those who were killed or died during the war included: George Campbell Read, U. S. N., Rear Admiral. Died August 22d, 1862. Garrett J. Pendergrast, U. S. N., Commandant, U. S. Navy Yard at Philadelphia. Died November 7th, 1862. Abner Reed, Commander. Died July 12th, 1863. from wounds received in action. Edward F. Carson; Surgeon. Died July 22d. 1864. Samuel H. Peltz. Surgeon. Died January 15th, 1865. William Whelan, Surgeon, Chief of the Naval Medical Bureau. Died June, 1865.

Work At The Old Philadelphia Navy Yard And In Private Shipyards

THE first United States Navy Yard at Philadelphia was located in the First Ward; just south of Washington avenue, and fronting upon the Delaware River. The entrance was on Federal street. It included, in an irregular quadrangle, eighteen acres, which were enclosed upon the land sides by a high brick wall. The principal buildings were two great ship-houses, moulding lofts, machine shops and barracks. A sectional floating dry-dock was also a part of the equipment. In the antebellum days the average number of men employed was eight hundred. These civilian employees very generally lived, with their families, in the neighborhood.



United States Navy Yard, Foot of Federal Street, Delaware River

The Navy Yard occupied the site of the pre-Revolutionary Association Battery, where, at a later period, Joshua Humphries had a shipyard. This leading naval architect built the frigate *United States* here, in 1797, and in 1799, launched the famous frigate *Philadelphia*, which was presented to the Government by the State of Pennsylvania, a ship forever associated with the brilliant exploit of Stephen Decatur in the harbor of Tripoli.¹ The Government established the Navy Yard in the year 1800, and it became the chief building and outfitting plant of the Navy. The ship of the line *North Carolina* was launched here in 1820, and in 1837 the frigate *Pennsylvania*, the largest ship ever constructed, up to that date, was completed. The *Vandalia*, *Dale*, *Germantown*, *Wyoming*, *Raritan*, *Wabash*, *Lancaster*, *Mississippi* and *Susquehanna* were all built at this yard by Philadelphia workmen. The *Princeton*, fastest ship of her time, famous in the annals of the Kane Arctic Expedition, was turned out here. Of these Philadelphia ships the *Pennsylvania*, *Germantown* and *Raritan* were burned April 20th, 1861, at the Portsmouth, Va., Navy Yard.

The Civil War gave employment, at this Navy Yard, to a force of mechanics numbering, at times, 2,500 to 3,000 men. A remarkable achievement was the building of the sloop of war *Tuscarora*, which was constructed in fifty-eight days and launched on August 24th, 1861. This feat had never been equalled in naval history- Upon December 7th this fine ship was taken to New York for her armament, and in a few months was busy hunting down Confederate privateers in European waters- Constant repair and outfitting work throughout the war left scant time for new construction. In February, 1861. the workmen were busy outfitting "*Water Witch*/' *Jamestown*, *Pawnee* and *St. Lawrence*. In the course of the war, however, a number of notable sea fighters were built "of good Delaware white oak" at this historic yard. Of the forty United States warships upon the seas at the beginning at 1861 the *Brooklyn*, *Crusader*, *Falmouth*, *Mohawk*, *Macedonian*, *Pawnee*, *Pocahontas*, *Powhattan*, *Sabine*, *St. Louis*, *Wyandotte* and *Supply* were enrolled in the home squadron. The balance were in distant parts of the world, and as they gradually reported upon the coast they were assigned to the various navy yards for refitting and recruiting. The Philadelphia Navy Yard had, of these, its full quota.

Upon June 18th, 1862, the City Councils had undertaken a movement to induce the Government to establish a new navy yard at League Island. Eventually the city presented the site to the Navy Department, and the Government began the preparatory work. After removal to that location the old Navy Yard was sold at auction upon December 2d, 1875.²



USS Tuscarora



USS New Ironsides

In other private shipyards hundreds of skilled mechanics were busy upon Government ship construction and repair throughout the war; and at the Neafie & Levy plant many of the engines were built for naval use. This firm built the boilers for the ponderous iron submarine battery which was constructed at Bordentown; N. J.; by E. A. Stevens. A gunboat was also launched at Bordentown on March 15th, 1862; which is said to have been the first warship ever built in New Jersey. In the summer of 1862 two monitors; the Sangamon and Lehigh; were completed at Chester; Pa.; by the firm of Reaney; Son & Archbold. This firm also built the steamer Wateree. Several gunboats were also built at Wilmington; Delaware-

The downtown river wards furnished a large percentage of the men who formed the crews of the Philadelphia-built warships, and later, when drafts impended in some of these wards, this fact and the employment of thousands of men in the shipyards and machine shops along or near the Delaware River was urged as a valid reason for the deficiency found in filling their quotas of volunteers for the army.³

Numerous prize ships were brought to this port, and our ship owners lost many merchant vessels at the hands of Confederate privateers- The packet ship "Tonawanda/1 of the Cope Line, Capt. Theodore Julius, was captured upon October 9th, 1862, by the famous "Alabama" and bonded for \$80,000. This bond was never enforced.⁴

1 Joshua Humphries was appointed First Chief Naval Constructor, and was succeeded by his son, Samuel Humphries, who held the position to 1846.

2 Report of 1862, Gideon Welles, Secretary of the Navy: In March, 1861, the navy had only 42 vessels in commission. Only 207 men were available as recruits at all of the naval stations. The entire number of seamen was 7,600- Upon December 1st, 1862, the navy had 427 vessels in commission and building, the average strength of the naval force for the year being about 20,000.

3 At the close of the war the United States navy had in service 51,500 seamen and 7,500 officers; The total number killed during the war was 4,647 officers and men. The value of the captures made by the navy was estimated for ships and cargoes at \$31,000,000; The sailors and marines enlisted from Pennsylvania during the war numbered 14,307.

4 While the English-built Confederate privateers, largely manned by British crews, were capturing and burning American merchant ships, Philadelphia filled a ship—the barque Achilles—with food to the value of \$30,000 for the relief of the starving operatives of British mills. New York City sent the ship George Griswold with supplies to the same sufferers. Soon afterward this ship was captured by the privateer Georgia and bonded for \$100,000.



At the Gap with Troy Harman

Would you believe?...

No matter how many times we visit Gettysburg or read the books written on Gettysburg that we think we have now taken in all that there is to know on the battle and battlefield... but how many times do we run into a new book or tour of the battle that excites us... In April it happened again... I attended a seminar sponsored by the Gettysburg National Military Park. It was their 11th seminar on the battle (they only have them every other year). The Seminar was based on The Second Day at Gettysburg. The specific tour that was really interesting in that it covered the arrival of the 5th Corps and the positioning of two brigades of the 12th Corps in an area called the "Gap"... an area between the Hanover Road, Low Dutch Road, Benner's Hill, Culp's Hill and Wolf Hill... the tour was conducted by Park Ranger Troy Harman... Troy is doing a book on this phase of the battle and should change a lot of thinking on the kind of General that George Meade was and give us a great deal of insight into the activity in this area of the battle on July 2nd... which has been overlooked...



Tour started at the George Spangler Farm, Hanover Road

A friend of mine Hal Jespersen was on the tour and has given this account of the tour on his Civil War Travelogue WEB site (<http://posix.com/CW06/#GBApril>)... this is his brief account...

In the afternoon, the 150 or so of us broke up into three groups for programs out on the battlefield. I signed up for:

Troy Harman's bus tour entitled "Meade's July 2 Offensive Plan Reconstructed." (The tour actually had nothing to do with Reconstruction, which occurred after the Civil War. I'm sure Troy didn't mean to confuse anyone.) I had seen some of this material before, but I always enjoy busing around with Troy, as you have seen in some of my previous postings. The premise here is that George Meade is often seen as a strictly defensive general at



On Benner's Hill

Gettysburg, but in fact he seemed to have been hatching plans for an offensive on July 2. He wanted Henry W. Slocum to attack the troops of Edward "Allegheny" Johnson on Benner's Hill with over two Union corps. One

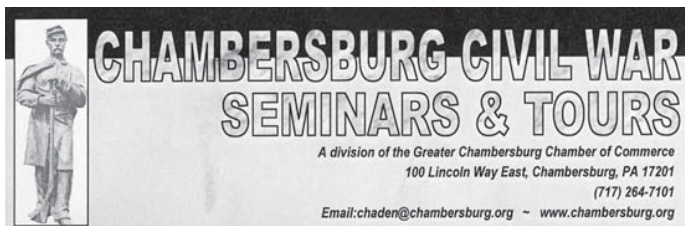
really has to be in awe of Meade, whose knowledge of the battlefield was limited to receiving messages on July 1 and then a horseback reconnaissance that was conducted almost entirely in the dark on July 2. He seemed to have an instinctive knowledge of the terrain and the troops and how they would interact. And all of this just four days after being thrust into command of the most important army in the Eastern Theater. He was a topographical engineer by training (and a real whiz at lighthouse construction), but is still a very underrated man. The tour was cold and rainy and the windows on the bus steamed up enough so that it was difficult to see out. But we got a very good understanding of the terrain on either side of Wolf Hill, how it

affects the defense of Culp's Hill and Power's Hill, and how lonely it made Henry W. feel. We stopped at a beautiful view on the southern edge of Benner's Hill, where you could clearly see The Gap between Wolf Hill and Culp's Hill and why Henry Hunt had to use 45 artillery pieces to keep the Confederates out of that area. The activities in this area are very poorly publicized and I look forward to a book that Troy is authoring on the subject.

Hal Jespersen

Note: Hal also does a lot of the articles on the Civil War section of Wikipedia WEB site... http://en.wikipedia.org/wiki/Civil_war

Photos: Don Wiles



**Grant Moves South:
The Overland Campaign of 1864**

July 26 - 30

Join Ed Bearss, John Y. Simon, Charles Bracelen Flood, Richard Sommers, Jeffry Wert, and other leading scholars for a detailed examination of Grant the commander and his classic campaign of Spring and Summer 1864. Thursday sessions will be held at the Four Points Sheraton in Chambersburg. Tour busses will leave Chambersburg Friday morning, for tours of Wilderness and Spotsylvania Battlefields, with an overnight stay in Fredericksburg, VA. Saturday tour North Anna and Cold Harbor returning to Chambersburg Saturday evening. Sunday sessions will be held at the Four Points Sheraton, Chambersburg. Optional

tours will be provided on Wednesday, July 26 featuring Jubal Early's Raid into Maryland and on Sunday, July 30, featuring McCausland's Raid and the Burning of Chambersburg.

**The Cornfield to the Dunker Church:
The Morning Phase at Antietam**

September 22 - 24

Join Pulitzer prize winning author James McPherson and nationally known historians Ed Bearss and Dennis Frye for an in-depth look at the first four hours of America's bloodiest day. Commemorate the anniversary of this great battle with leading Antietam scholars Ted Alexander, Ed Bearss, James McPherson, Dennis Frye, and others. During this tour we will visit a number of historic structures on the battlefield not generally open to the public.

**Member Appreciation Days
October 20 - 21
(Free Event)**

This is our chance to say thank you for all of your support. We will include talks by leading historians, a walking tour, reception, buffet breakfast and time to take in and enjoy "Apple Fest" in downtown Chambersburg.

CONTACT INFORMATION
Greater Chambersburg Chamber of Commerce
100 Lincoln Way East; Suite A
Chambersburg, PA 17201
(717) 264-7101, chaden@chambersburg.org

**Schedule of
Old Baldy CWRT Speakers for 2006**

June 8, 2006 - Thursday

Alice Smith

Historian, Researcher and Author

Topic: The USS Alligator, Union Civil War Submarine

July 13, 2006 - Thursday

Jerry Carrier

Actor, Teacher of Civil War history at Manor College

Topic: The Siege of Vicksburg

August 10, 2006 - Thursday

Mike Cavanaugh

Author, President of the Old Baldy CWRT

Topic: The Death of Turner Ashby

**All meetings, unless otherwise noted, begin
at 7:30 PM at the**

**Civil War Library and Underground Railroad Museum,
1805 Pine Street, Philadelphia, Pennsylvania**

**Questions to Mike Cavanaugh at 610-867-8231 or
chief96pbi@rcn.com**

**Members go out to a local restaurant for dinner between
5:30 & 6 P.M.**

You're Welcome to Join Us!

The Civil War and Underground Railroad Museum of Philadelphia
presents...

**Legacy
The Faith and Freedom Series**



First African Baptist Church, 1608 Christian Street,
June 25, 2006 @ 4:00 PM - Legacy

All programs are free and open to the public

For Information: Call: 215-735-8196
Website: www.cwurmuseum.org

Seminary Ridge Symposium 2006

October 6-7, 2006

Grant and Lee

Sponsored by the Seminary Ridge Historic Preservation Foundation
held at the Lutheran Theological Seminary at Gettysburg

For information: Call 717.338.3030

E-mail: Director@seminaryridge.org

WEB: www.Seminaryridge.org

Blue & Gray Education Society 2006 Schedule

BGES is Proud to Announce its 2006 Schedule for Tours and Seminars: Details of programs and registration forms will be available from December 1st. To be added to the mailing list for any particular program please email bgesbill@aol.com. Make sure to provide your snail mail address and phone number. Registration forms will be available on line from December 1st and as completed.

June 9-14: From Fort Kearny to the Little Big Horn through the eyes of Sitting Bull: with Ed Bearss and Neil Mangum based in Billings, Montana

July 20-24: America's Cradles of Revolution: Jamestown, Williamsburg and Yorktown with Ed Bearss and other staff to be announced. Based in Williamsburg, Virginia

July 26-29: Great Issues of Gettysburg: Was Stuart a Scapegoat? with Greg Mertz, Mike Miller and Andie Custer based in Leesburg, Virginia

August 28-September 1: Bleeding Kansas with Ed Bearss, Nicole Etcheson, Kendall Gott and other staff pending based in Kansas City, Missouri

September 13-16: Great Issues of Gettysburg: The Sickles-Meade Controversy. Staff announcement pending. Based in Gettysburg, Pennsylvania.

September 25-29: America's Cradles of Revolution: Charleston, SC with Ed Bearss and Rick Hatcher based in Charleston, South Carolina

September 30-October 1: 5th Annual Massachusetts School of Law and BGES Annual Symposium, The North in the Civil War: Lincoln and His Generals. Staff announcement pending, based in Andover, Massachusetts

October 13-15: Gettysburg FOCUS Weekend 2006 Part 1: Five different four hour tours with some of the best of Gettysburg Licensed Battlefield Guides, based in Gettysburg, Pennsylvania

October 18-21: The Vicksburg Campaign Part 4: Grant Disposed of Johnston (Grindstone Ford to Jackson) with Parker Hills and Len Riedel, based in Vicksburg, MS.

November 10-12: Gettysburg FOCUS Weekend 2006 Part 2: 5 more different four hour tours with some of the best of the Gettysburg Licensed Battlefield Guides, based in Gettysburg, Pennsylvania

November 16-18: BGES Staff Ride of the Battle of South Mountain, Crampton's Gap and Maryland Heights with Dennis Frye, Tom Clemens, Corky Lowe and Al Preston based in Hagerstown, Maryland

December 11-16: Cajuns, Coonasses and War with Ed Bearss and others based in New Orleans, Louisiana.

blue-grayedsoc@mindspring.com

www.blue-and-gray-education.org 888-741-2437

Old Baldy Civil War Round Table of Philadelphia
1805 Pine Street
Philadelphia, Pennsylvania 19103
215.735.8196
Founded January 1977

President: Mike Cavanaugh

Vice President: Herb Kaufman

Treasurer: William George

Secretary: Tina Newberry

Annual Memberships

Students: \$12.50

Individuals: \$25.00

Families: \$35.00

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