

Old Baldy Civil War Round Table of Philadelphia

March 10, 2016

The Civil War: April 12, 1861 - May 9, 1865

“The U.S.S. Kearsarge

vs.

the C.S.S. Alabama”

Smith Painting



Join us at **7:15 PM** on **Thursday, March 10th**, at **Camden County College** in the **Connector Building, Room 105 (Large Lecture Hall)**. This month's topic is **"The U.S.S. Kearsarge vs. the C.S.S. Alabama"** presented by **Robert E. Hanrahan, Jr.**

On June 19, 1864, one of the most celebrated naval battles of the American Civil War was fought not in Southern waters, but on the other side of the Atlantic. It was a long awaited duel at the end of a long and frustrating chase that came to a climax off the coast of Cherbourg, France. Two ships - the notorious Confederate commerce raider Alabama faced the U.S.S. Kearsarge in a fight to the finish.

Bob's program is accompanied by maps, period pictures and illustrations of the two ships, and comparison charts between the ships themselves, their armament and their respective captains.

Robert E. Hanrahan, Jr. is a founding member of the Confederation of Union Generals, and has a long history in the Philadelphia area civic and business communities. He received his undergraduate degree in marketing from La Salle University, and is currently a retired consultant in the information technology field.

Bob's late father (Robert E. Hanrahan Sr.) served in the U. S. Navy during World War II as a seaman 1st Class aboard the Battleship U.S.S New York, which engaged in numerous actions including the battles of Iwo Jima and Okinawa. Bob is also an active participant and member of the United States Naval Institute, including the Arleigh Burke Society and the Commodore's Club. During the Civil War, Bob's Great-Great Grandfather James Murphy, served in the 20th P.V.I. and 6th U.S. Cavalry.

Bob's other present interests include his involvement with La Salle University as a member of the Presidents Council, Investments Committee Member of The William Penn Foundation; InspiriTec, Board Member; President of G.A.R. Sons of the Union Veterans Camp 299, The Heritage Foundation: Washington, D.C., Presidents Council Member; Gettysburg Battlefield Preservation Association, Board Member; Majority Inspector of Elections: Precinct 249, East Goshen Township, PA. The Longport Historical Society: Longport, NJ, Trustee, and Past President. The Civil War Preservation Trust, Friends of Historic Goshenville, PA, and National Republican Party.

Bob lives in Chester County, Pennsylvania, and has three children, Katherine born in 1985, John born in 1986 and Dorothy born in 1988.

Notes from the President...

Spring is just around the corner and the activities are heating up. Thank you to everyone who made last month's Iwo Jima presentation an excellent event, especially **Bill Holdsworth** and **Steve Wright**. If you were unable to attend or would like to see it again, Bill and Steve are giving it at the Del Val CWRT meeting on March 15th in Trevoese. Tell your Pennsylvania friends about it.

Dave Gilson has some great programs scheduled for us this year including this month with Bob Hanrahan telling us about "The U. S. S Kearsarge vs. the C. S. S. Alabama." Invite those you know to this fine Civil War Naval program. If you are aware of a program Dave should reserve, let him know. Be sure your dues are paid to support all we will do this year.

Old Baldy will be represented at several events this month: as a judge at the New Jersey History Day Regional Competition at Princeton; at the Seminary Ridge Museum Symposium; at the GAR Museum Preservation Luncheon; at the

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**Join us at 7:15 p.m. on Thursday,
March 10th, at Camden County College,
Blackwood Campus, Connector Building,
Room 105.**

Abraham Lincoln Institute Symposium at Ford's Theater; at the New Jersey Civil War Heritage Association meeting at the Monmouth Battlefield and at the South Jersey meeting of the League of Historical Societies of New Jersey in Wildwood. Let Don know where else you are spreading our message.

Bill Holdsworth and **Steve Wright** donated a pen and ink rendering of the flag-raising at Iwo Jima that is signed by the veterans who were there. They ask that we raffle it off in support of our 40th anniversary luncheon next year. Our Board has decided it will be drawn at the event and tickets will be \$5 each or 5 for \$20. We hope you will be able assist in selling the tickets. More details to follow soon.

The **Michael A. Cavanaugh** Book Award Committee has made their selection for the first award and plans are in the works to award it in the Fall with the author doing a presentation to young people in the area. We are planning an excursion to tour Green-Wood Cemetery in Brooklyn on June 12th. Let us know if you are interested in joining us. Thanks to Richard Beckman for researching Johnson Cemetery to determine if we can put 35 star flags on the graves of Civil War veterans around Memorial Day. The second trip to Woodland Cemetery has been rescheduled until next Spring.

Plans are firming up for our October 22nd Symposium at the College with presenters, exhibitors and registration settled. The committee will meet the night before our monthly meeting, so come to hear more details. It is almost time to begin planning our 40th anniversary luncheon at Adelphia Restaurant.

If you would like to contribute to the success of either of these events, please let us know. At the next Board meeting, we will be firming up our vision, mission and goals. If you have any input, submit it before April 1st.

We will be back to our regular time for the pre-meeting dinner at the Lamp Post Diner, just after 5:30. Come out and join us for good food and conversation. We had a crowd of about 15 last month. Hope to see you on the 10th.

Rich Jankowski, President

from the Treasurer's Desk - 2016 Dues

Our round table has just completed a banner year that featured outstanding speakers on a wide variety of topics. Of course, all members will continue to receive our truly superb monthly Old Baldy newsletter. More importantly, the round table has continued to flourish in South Jersey. Our membership has steadily increased, and it is anticipated that your continued membership and participation will allow Old Baldy to continue



as the premier Civil War round table in this area.

Thanks to all members who are attending our monthly meetings. The Program Committee has already been hard at work lining up a great list of speakers and programs for next year.

Remember, it is your round table.

Let us know of your interests and how Old Baldy CWRT can best provide you with education, friendship and an enjoyable evening.

Dues remain only \$25.00 (\$35.00 for the entire family). If you wish to continue to have our outstanding newsletter sent by USPS, please add a donation of \$10.00 for the year, in addition to your dues.

Please bring your dues to the next meeting, or mail your dues payable to:

**"OLD BALDY CWRT"
Herb Kaufman, Treasurer
2601 Bonnie Lane
Huntingdon Valley, PA 19006.**

*All the best
Herb*

The Battle of Cherbourg

The Battle of Cherbourg, or sometimes the Battle off Cherbourg or the Sinking of CSS Alabama, was a single-ship action fought during the American Civil War between a United States Navy warship, the USS Kearsarge, and a Confederate States Navy warship, the CSS Alabama, on June 19, 1864, off Cherbourg, France.

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CSS ALABAMA

USS KEARSARGE

Continued on page 3

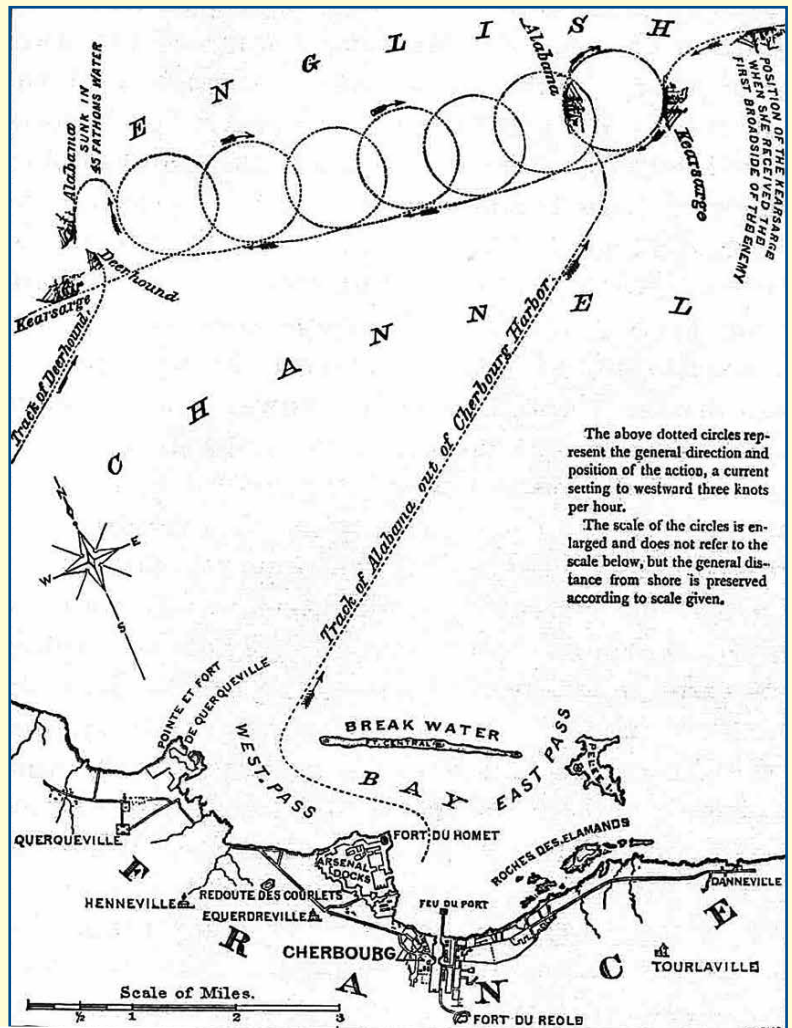
Background

After five successful commerce raiding missions in the Atlantic Ocean, CSS Alabama turned into Cherbourg Harbor on June 11, 1864. The Confederate States sloop-of-war was commanded by Captain Raphael Semmes, formerly of CSS Sumter. It was Captain Semmes' intention to drydock his ship and receive repairs at the French port. The Confederate Navy vessel was crewed by about 170 men and armed with six 32-pound (15 kg) cannons, mounted broadside, three guns per side, and two heavy pivot guns, mounted on the centerline and able to fire to either side: one 8-inch, 110-pounder (50 kg) rifled gun and one 7-inch, 68-pound (31 kg) smoothbore gun. The Alabama had been pursued for two years by the screw sloop-of-war USS Kearsarge, under Captain John Winslow. The Kearsarge was armed with two 11-inch (280 mm) smoothbore Dahlgren guns which fired approximately 166 pounds of solid shot, four 32-pound guns and one 30-pounder Parrott rifle. She was manned by around 150 sailors and officers.

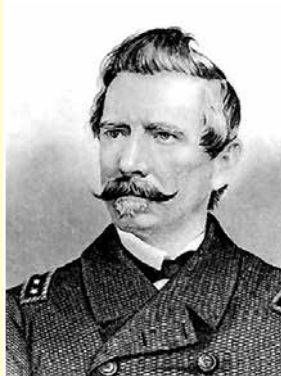
Kearsarge had a form of makeshift armor-cladding, medium-weight chain cable triced in tiers along her port and starboard midsections, basically acting as the equivalent of chain mail for vulnerable sections of her hull, where shot could potentially penetrate and hit her boilers or steam engine. This armor protection potentially gave the Union warship a definitive advantage over the Confederate raider; however, the armor was only capable of stopping shots from Alabama's lighter 32-pound balls; either of her heavier guns could easily penetrate such light-weight protection. In the event, it was a moot point, as Alabama only managed to score two hits in this area, both of which were well above the waterline and the vulnerable engineering areas, and would have done little lasting damage even if they had successfully penetrated the hull. On June 14, Kearsarge finally caught up with Alabama as she was receiving repairs. Kearsarge did not attack, as the Alabama was in a neutral port; instead, she waited, initiating a blockade of CSS Alabama in Cherbourg. Union Captain Winslow telegraphed USS St. Louis to request her assistance, but the fighting began before she could arrive. Confederate Captain Semmes used the time to drill his men for the coming battle. On June 19, CSS Alabama, with nowhere else to go, ran up the Stars and Bars and exited the harbor to attack Kearsarge. She was escorted by the French Navy ironclad Couronne, whose mission was to ensure that the ensuing battle occurred outside the French harbor.

Battle

Men aboard USS Kearsarge spotted the incoming Confederate raider, so they turned their ship around to take the impending battle out of French territorial waters. Once out, Kearsarge turned about again, hoisted the United States Navy Jack, and lined up for a broadside. Captain Winslow ordered his gunners to hold their fire until the range closed. CSS Alabama fired the first shots. They are not known to have hit. Eventually Kearsarge was under way, and the range closed to within 1,000 yards (900 m) when she fired her first shot. The two warships maneuvered on opposite courses throughout the battle. Kearsarge and Alabama



The above dotted circles represent the general direction and position of the action, a current setting to westward three knots per hour. The scale of the circles is enlarged and does not refer to the scale below, but the general distance from shore is preserved according to scale given.



Rear Admiral Raphael Semmes, CSA



Rear Admiral John Ancrum Winslow, USA

made seven spiraling circles around each others, moving southwest in a 3-knot current. Both Captain Semmes and Captain Winslow attempted to cross each other's bow, hoping to inflict heavy raking fire. The battle continued in this manner for several minutes; in the meantime, on the French coast, hundreds watched the battle.

Kearsarge's armor cladding sustained two hits during the engagement.

The first shell, a 32-pounder, struck within the starboard gangway. The shot cut part of the chain armor and dented the wooden planking underneath. The second shot was again a 32-pounder that exploded and broke a link of the chain. Both hits struck the chain five feet above the waterline and therefore did not threaten the boilers or machinery. The gunnery of USS Kearsarge was reportedly more accurate than of the Confederates; she fired slowly with well-aimed shots, while Alabama fired rapidly. CSS Alabama fired a total of over 370 rounds during the fighting; it is not known how many Kearsarge fired, but it is known that she fired much less than the Confederate's did.



Manet Painting

Eventually, after just over an hour of exchanging artillery fire, Alabama had received shot-holes beneath the waterline from Kearsarge's Dahlgren guns and began to sink. Captain Semmes struck the Confederate colors, but still the Kearsarge continued firing until a white flag was seen, raised by one of the Confederate sailors with his hand. The battle was over, so Captain Semmes sent his remaining dinghy to Captain Winslow, to ask for aid.

During the battle, over forty Confederate sailors were killed in action or drowned. Another seventy or so were picked up by Kearsarge. Thirty or so were rescued by the Deerhound, a British yacht, which Captain Winslow asked to help evacuate Alabama's crew, and three French pilot boats. Captain Semmes and fourteen of his officers were among the sailors rescued by Deerhound. Instead of delivering the captured Confederate's to Kearsarge, the Deerhound set a course for Southampton, thus enabling Captain Semmes' escape. This act severely angered the Kearsarge's crew, who begged their captain to allow them to open fire on the British yacht. Captain Winslow would not allow this, so the Confederates got away and avoided imprisonment. Three men were wounded aboard the United States' vessel, one of whom died the following day.

Aftermath

For many years after the battle, Confederate Captain Semmes stated that he would never have chosen to test USS Kearsarge had he known of her armor-clad protection. CSS Alabama had destroyed or captured dozens of Union merchant vessels during her Atlantic cruises; when word of Alabama's sinking reached the northeastern United States, many Northerners were joyful. Édouard Manet produced two paintings of the fight, The Battle of the Kearsarge and the Alabama, now at the Philadelphia Museum of Art and The Kearsarge at Boulogne, now at the Metropolitan Museum of Art. American marine artist Xanthus Smith painted six versions of the naval battle. The most famous of these, a massive work exhibited at the 1876 Centennial Exposition, is in the collection of the Union League of Philadelphia.

Wreck of Alabama

In November 1984, the French minesweeper Circé located the wreck of Alabama at a depth of 60 metres, a little

under 10 kilometres north of the western approaches of Cherbourg roads (49° 45' 9" N 01° 41' 42" W). Captain Max Guerout later confirmed that the wreck was that of Alabama.

In 1988, a nonprofit organisation named the CSS Alabama Association[5] was created to conduct a scientific survey of the wreck. Although it now lies in French territorial waters, the U.S. government claimed possession of it on the grounds that Alabama had struck to Kearsarge and

that the location had not been within French territorial waters at the time of the battle. On 3 October 1989, France and the United States signed an agreement recognizing the wreck as a common historic heritage for both nations and established a joint scientific team for its exploration.



Kearsarge Gun Crew



United States Navy poster featuring Medal of Honor recipient Seaman Joachim Pease. Pease received the Medal of Honor for his conduct while loader of the No. 2 Gun on USS Kearsarge as she battled CSS Alabama off Cherbourg, France on 19 June 1864.

On 23 March 1995, the CSS Alabama Association and the Naval History & Heritage Command signed an agreement to accredit the association for the archeological survey of Alabama. In 2002, over 300 samples were recovered, including the ship's bell, guns, part of the ship's structure, furniture, and tableware. In 2004, a human jaw was found under a gun and was subsequently buried in Mobile, Alabama.

Wikipedia

Today in Civil War History

1862 Monday, March 10

Eastern Theater

In a skirmish at Burke's Station, Virginia, a company of Federal cavalry gets slightly the better of a Confederate force.

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The area of Fairfax County known as Burke is named for Silas Burke (1796–1854), a 19th-century farmer, merchant, and local politician who built a house on a hill overlooking the valley of Pohick Creek in approximately 1824. The house is still standing. When the Orange and Alexandria Railroad was constructed in the late 1840s, the railroad station at the base of that hill was named Burke's Station after Burke, who owned the land in the area and donated a right-of-way to the railroad company. The community that grew up around the railroad station acquired a post office branch in 1852. Currently, railroad tracks on the same historical line are owned by the Norfolk Southern Railway and form part of the Manassas line of the Virginia Railway Express commuter rail system, of which two stations lie in the Burke area.

During the American Civil War, the railway station was garrisoned by Union troops. On December 28, 1862, Confederate cavalry under General J.E.B. Stuart raided the station. Stuart seized supplies from the area, destroyed a nearby bridge, monitored Union messages passing over the telegraph lines, and then famously sent a telegram to Union Quartermaster General Montgomery C. Meigs complaining of the poor quality of the mules he had captured.

Western Theater

There is a skirmish reported at Jacksborough, in Big Creek Gap, Tennessee.

Jacksboro was founded in 1806 as a permanent county seat for the newly created Campbell County. The initial property for the town square was deeded by Hugh Montgomery, one of the earliest settlers in the area. The town was originally known as Walnut Grove, but was renamed "Jacksonboro" in honor of Andrew Jackson in 1819. The name was later shortened to "Jacksboro."

1863 Tuesday, March 10

The North

The North President Lincoln is reduced to pro-claiming an amnesty for Union deserters to stem the steady tide of men going absent without leave. Men who return to active duty by April 1 will not be punished.

Western Theater

Federal troops re-occupy Jacksonville, Florida.

On March 10, 1863, Union troops, spearheaded by two black regiments, the 1st and 2nd South Carolina Volunteer Infantry, arrived for what became the third Union occupation of Jacksonville. Facing little resistance, the regiments quickly gained control of the city. Signs of growing Confederate strength to the west, however, encouraged the Union to reinforce their position in Jacksonville with two additional infantry regiments, the 6th Connecticut and the 8th Maine, both all-white units.

Although the Federals were able to raid along the St. Johns River as far south as Palatka and



maintain control of Jacksonville, Union preparations for renewed operations in South Carolina led to the decision to end the Jacksonville operation. On March 28, 1863, as Union troops prepared to leave the city by sea, fires broke out in the wake of the columns of the 6th Connecticut, whose soldiers had taken the opportunity to set fire to the city. As the Yankees left, rain and the quick arrival of Confederate troops combined to contain the fires; however, much of the city lay in ruins. One witness detailed the smoldering structures:

"The Episcopal and Catholic churches, the jail, Parkhurst Store, Miller's Bar Room, Bisbee's Store, and dwelling house, Dr. Baldwin's house and that whole block. Mrs Foster's house, Washington Hotel, one of Hoeg's stores—nearest Millers—and every house from the Judson House above the Railroad to Mrs. Collins old house, (Lydia Foster's House, Sadlers, etc. are among them)."



While the Union's responsibility for the fire was clear enough, Confederate newspapers as well as Northern newspapers critical of the use of black troops denounced the black regiments as the agents of destruction. The majority of Northern papers placed the entire blame on the white soldiers of the 6th Connecticut and 8th Maine. As with most controversial historical incidents, however, the answer is not black or white. There seems little doubt that the two white regiments started the fires, but when it became clear that they were free to join in the torching, some black soldiers, according to witnesses, set fires as well. One Northern reporter who saw the burning city despaired that the war had taken a new and uglier turn from which there was no turning back, "Is this not war, vindictive, unrelenting war?"

1864 Thursday, March 10

Eastern Theater

Grant meets Meade at Brandy Station. The smartly turned out Zouave regiment, the 114th Pennsylvania, parade in his honor and the band plays on, oblivious to the fact that the new commander is tone deaf and cannot tell one tune from another.

1865 Friday, March 10, 1865

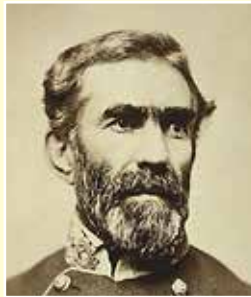
Eastern Theater

Kilpatrick's cavalry rally and eventually beat off the Confederate raiders during the early hours of the morning. Bragg's men withdraw from Kinston after failing to defeat the Federal forces under Cox.

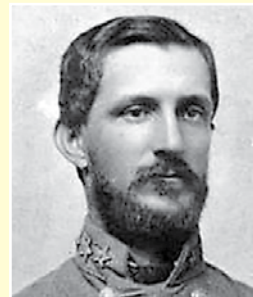
Battle of Wyse Fork

Second Kinston March 7-10, 1865
In an effort to link up with Sherman's advancing troops, Union General John M. Schofield planned to advance inland from Wilmington in February. Meanwhile, Schofield assigned General Jacob D. Cox to direct Union forces from New Berne toward Goldsboro. Cox's advance was blocked, however, by Confederates of Hoke's and Hagood's divisions under General Braxton Bragg at South-west Creek below Kinston. Bragg tried to wrest the initiative from the Federals by attacking their flanks on the 8th. After initial success, the Southern attacks stalled because of faulty communications. Union reinforcements arrived on March 9, just in time to repulse Bragg's renewed attacks on the 10th. After heavy fighting, Bragg withdrew across the Neuse River. Without Confederate troops to defend it, the city of Kinston fell into Union hands on March 14.

1400 Days, LOC, Wiki



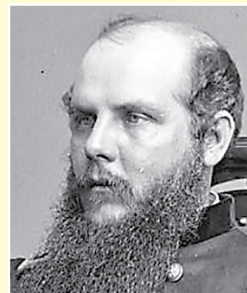
General Braxton Bragg



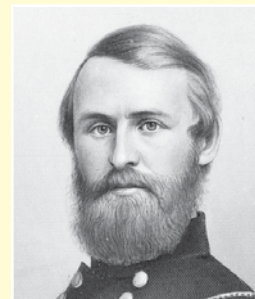
Major General Robert Frederick Hoke



Brigadier General Johnson Hagood




Lieutenant General John McAllister Schofield



Major General Jacob Dolson Cox, (Jr.)

GARDEN STATE FILM FESTIVAL PRESENTS




A new documentary film

CIVIL WAR PRISONS- AN AMERICAN TRAGEDY

boldly exposes the underbelly of the Civil War that remains to this day one of the greatest and least-covered tragedies in American History. Well over 56,000 abandoned prisoners perished needlessly due to exposure, starvation, and neglect. Politicians and generals on both sides, whose warped strategy favored ideology over humanity come under intense scrutiny in this edgy documentary.

This documentary is written and produced by Joseph F. Wilson. Inspiration for the film came from the writer's Great Great Grandfather, an Andersonville Prison survivor, pictured at left.



DOCUMENTARY RUNS FOR 75 MINUTES.

CIVIL WAR PRISONS
AN AMERICAN TRAGEDY

(2015) (NR)

SATURDAY, APRIL 2, 2016 12 P.M. NOON
RESORTS CASINO, ATLANTIC CITY, HORIZON RM. 2ND FL

For those who missed the showing of "Civil War Prisons" in October, here is another chance to view it at the Garden State Film Festival in Atlantic City on Saturday, April 2nd, in Resorts Casino at Noon. See the promo poster for details.

October 22, 2016
New Jersey Symposium

Old Baldy Civil War Round Table
and
Camp Olden Civil War Round Table
Civil War Symposium
at Camden County College
Blackwood, New Jersey
9:00 AM to 4:00 PM

Presentations by Noted Civil War Historians, exhibits, period musical entertainment.

For Information: oldbaldycwrt.org

WEB Site: <http://oldbaldycwrt.org>
Email: oldbaldycwrt@verizon.net
Face Book: Old Baldy Civil War Round Table

"The Battle of the Straits of Shimonoséki"

July 16, 1863

Almost two weeks after Lee retreated from Gettysburg and the Stars & Stripes went up over Vicksburg, "Abe Lincoln's Navy" was involved in an episode on the other side of the globe. U.S.S. Wyoming and Jamestown were cruising the Pacific protecting American interests and keeping an eye out for the commerce raider C.S.S. Alabama. Near the end of her time on station, the Wyoming was suddenly called into action against anti-foreign elements that were disrupting the government of Japan. While the military dictator of Japan, the Tokugawa Shogun Iesada, favored opening the realm to trade with the rest of the world, a considerable number of feudal lords energetically opposed this. They demanded an end to Shogunal rule and a return of power to the emperor, with the expulsion of all foreigners – while advocating the creation of a modern military that would allow them to expand the empire. To punctuate their hostility to the Shogun, the anti-government elements launched a campaign of terror. Murder and arson were commonplace in Tokyo. During one of the many disturbances, the U.S. Consulate was burned to the ground, forcing the Consul, Robert Pruyn, to remove to Yokohama. With American citizens and interests at risk, the U.S.S. Wyoming, under Commander David McDougal, was ordered in May 1863 from Hong Kong to Japan. The situation went from bad to worse when an edict from the imperial house was issued ordering all foreigners to be swept out of Japan. Urged by his advisors, the Japanese Mikado had set 25 June 1863 as the date for the expulsion of all aliens.

The imperial order had its first consequences when hostilities erupted during the night of June 25-26, 1863. At one o'clock that morning, two armed vessels – illegally flying the flag of the Japanese central government, or Shogunate – attacked the American merchantman *Pembroke*, bound for Nagasaki and Shanghai, as she lay anchored in the Strait of Shimonoséki awaiting a pilot and the turn of the tide. Fortunately, *Pembroke* suffered no casualties, got underway, and moved out of danger and continued her voyage for Shanghai, post-haste, without making her scheduled stop at Nagasaki. Word of the incident did not reach Yokohama from Japanese sources until the 10th of July. This first report indicated that the *Pembroke* had been sunk with all on board. The next evening, mail from Shanghai brought "authentic information" confirming the attack. The United States Minister in Japan, Robert H. Pruyn, sent for the Minister of Foreign Affairs for the Japanese government and informed him in the presence of Commander McDougal of the gravity of the situation, stressing that an insult to the American flag was a serious matter. After being told by Pruyn that the United States government would demand satisfaction and expect a statement from the

Japanese concerning the offense, the Japanese diplomat begged that the Americans do nothing until his government at Yedo (Tokyo) would take action.



After the Japanese left, McDougal told Pruyn that, despite being under orders to return to America, he realized that the situation called for prompt action on his part; he had decided to proceed instantly to the Shimonoséki Strait to seize and, if necessary to destroy, the offending vessels. The two men agreed that failure to punish the outrage properly would encourage further anti-foreign incidents. Their decision to nip the situation in the bud was reinforced by word that the vessels of other powers had also been

attacked. A French dispatch boat was attacked shortly after the *Pembroke* and narrowly escaped sinking in mid-channel. Her commander reported his experience to Captain Casembroot of the Dutch steam-frigate *Medusa* of 16 guns. On account of the longstanding friendship between the Dutch and the Japanese, Casembroot had gone to Shimonoséki



with the expectation of making peace; but hardly was the *Medusa* in the channel when she was under heavy fire. Before she could get away she had been hulled thirty-one times, and had lost four killed and five wounded. A day or two later, a French gunboat was hulled three times as she dashed past the batteries at full speed, and a Satsuma vessel, which was mistaken for a foreigner, was sent to the bottom. It was evident that the Japanese knew how to handle their guns, and had the range of the channel. According-

ly, Wyoming prepared for sea. At 4:45 a.m. on 13 July, Comdr. McDougal called all hands, and the sloop got underway 15 minutes later, bound for the strait. Joseph Heco, a Japanese national working for the U.S. Consulate, recorded:

July 13th. I got up early in order to comply with the Consul's order, and not to disappoint the Minister, got on board a few minutes after 4 a.m. expecting to find the Minister already there. But he was not there. The Wyoming had steam up and was ready to get under weigh. Captain McDougal asked me whether I had seen the Minister since the conference of the day before. I said I had not, but that I had received the Consul's order at 11 p.m. the previous night, and had come off, thinking that he was already on board. Then the Captain said, "Well, he must be coming, since he agreed that he would!" At 5.30 a.m. E. S. Benson came off, saying that he had heard that the Wyoming was going down the Inland Sea on business and that he had an invitation from one of the ward-room officers to join us for the trip. Meanwhile the Captain kept looking anxiously through the glass shore-wards, but never a sign of the coming of the Minister did he see. So at 5 m. past 6 o'clock we hove up anchor and steamed slowly out of the harbor of Yokohama. The Captain invited me to his cabin and placed me in the spare room, since the Minister had not come.

After a two-day voyage, Wyoming arrived off the island of Hime Shima on the evening of 15 July and anchored off the south side of that island. Again, from Heco's account:

July 15th. After breakfast, the Captain, the Doctor and myself were sitting in the Captain's smoking-room when the Captain asked my opinion about the "situation" and of the feeling of the people and the Daimio towards foreign nations. I told him that so far as I heard and knew the feelings of the Daimio towards foreign nations were divided, some being favorably disposed towards them, others being neutral, and some hostile.

Those who were either actually or feignedly hostile were strong, and were bent upon driving foreigners from the country at any cost. An order to this effect had been given by the Mikado to five of them, of whom Chōshiu was one.

He then asked me whether I thought the Chōshiu men would fire on an American man-of-war. I said that a merchant man or a man-of-war would make no difference to them.



Lord Mori Takachika



Captain David S. McDougal

"Then do you think we ought to prepare for an attack?" asked the Captain.

"Yes, decidedly so." I answered. "It is highly advisable to make all the preparations and to take all the precautions necessary in a case of emergency."

After this conversation the Captain ordered his officers and men to prepare for action. The guns were shotted, and muskets and revolvers loaded

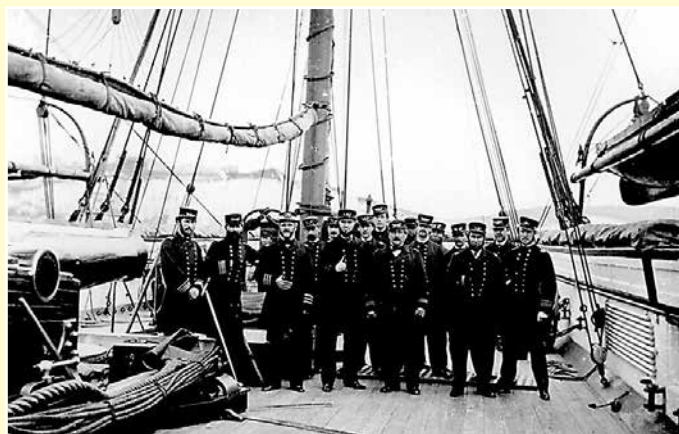
and made ready for immediate use. At 3 p.m. we entered the Bungo Channel and passed the island of Takanaba. At 5 p.m. we came to anchor at Himeshima in the Suwo Nada close to the Bungo side.

The Straits of Shimonoséki separate the islands of Kyushu and Honshu and serve as the passageway from the East China Sea to the Inland Sea, a major area of trade during the 1860s. The Honshu side of the straits was under the control of the fiefdom of Prince Chōshiu, one of the most rabid of the anti-foreign element in Japan. He had mounted guns in six batteries which dominated the passage and stationed three warships under the guns. No move was made by the Shogun to bring his rebellious vassal to heel. With the Tokugawa dictatorship openly unable (or unwilling) to control the anti-foreign faction, confrontation was the only option left to McDougal.

At five o'clock on the morning of July 16, Wyoming weighed anchor and steamed toward the Strait of Shimonoséki. She went to general quarters at nine, loaded her pivot guns with shell, and cleared for action. Heco provides a first-person description of events:

July 16th. The weather was clear with not a cloud to be seen in the whole sky. About 5 a.m. we weighed anchor and steamed slowly onward in search of the vessel that had fired on the Pembroke. We zigzagged from one side of the Suwo Nada to the other hoping to meet her, but without success. So at length we changed our course from the Bungo to the Suwo side, and from there we made towards Shimonoséki. In case we failed to find the vessel, we meant to proceed to Hagi, the old Capital of Chōshiu .

By nine o'clock the sun in a cloudless sky had waxed scorching. There was not a breath of wind, the sea smooth as a tank of oil with not a ripple on its surface save that made by our own motion as we churned onwards. The deck was strewn with fire-arms and cutlasses ready for use at a moment's



Wyoming's Officers

notice. About this time the Captain ordered the men to haul in the big guns and to cover up the ports with tarpaulins, so as to make us look like a merchant-man. About 10 a.m. we were within a few miles of the Eastern entrance of the Straits of Shimonoséki. The Lieutenant in the fore-castle called out that he sighted two square-rigged vessels and a steamer at anchor close in to the town.

The warship entered the strait at 10:45 and beat to quarters. Her entry was announced by signal guns on shore, and as soon as she came in range she was fired upon by the batteries. She made no reply, however, until she reached the narrowest part of the straits. At that point the larger shore batteries concentrated their fire; beyond, in more open water lay three armed merchantmen, all heavily manned, and with their crews yelling defiance. Oddly enough, these were all American vessels – the bark Daniel Webster (six guns), the brig Lanrick (Kosei, with ten guns), and the steamer Lancefield (Koshin, of four guns) – which had been purchased by the Chôshiu clansmen. In the land batteries, too, were five 8-inch Dahlgren guns which had recently been presented to Japan by the United States. McDougal judged the greater threat to be the three warships and was pleased to see that all were still at anchor. He could engage them first, hoping to catch them before their cables were slipped and they made for deep water. The bark lay anchored close to the town on the northern shore, the brig was about fifty yards outside and a little beyond, while the steamer lay further ahead and outside, that is, nearer mid-channel. As McDougal approached the narrows, he noticed a line of stakes which he rightly guessed had been used by the Japanese to gauge their aim. Accordingly, he avoided the middle of the channel and steered close under the batteries. This shrewdness probably

was the salvation of the Wyoming, for the batteries at once opened a tremendous cannonade which would have sunk a dozen vessels in mid-channel, but which only tore through her rigging. In an instant, the Stars and Stripes were raised and the challenge answered with shells from the Wyoming's two 11-inch Dahlgrens. Wyoming ran through the fire of the shore batteries with no injuries and only minor damage. She soon cleared the narrows and bore out into the open water where her guns could reply.

While Dr. Dambey, Mr. Benson and I were standing on the quarterdeck the report of a big gun suddenly thundered in our ears. On looking up we saw smoke issuing from the wooded bluff on the mainland on our right as we were bearing down towards Shimonoséki. I at once hurried to the Captain on the bridge and told him that I fancied that this gun was a signal for battle. And on my way back to the quarter-deck a second report rang out from a second battery, further within the Straits. And in a few more seconds, yet another broke the silence and rolled rumbling about along the hill-sides. This was from the innermost battery of all on a lofty height right behind the town. A few seconds later, a tongue of fire leapt

from the place where the first shot had been fired, and before the smoke had begun to float upwards I heard a hurtling screech, and a column of water spurted up and fell back with a splash just about twenty feet astern of where we were standing talking on the quarter-deck. The gunners on shore clearly meant business.

Commander McDougal then gave orders to "go in between those vessels and take the steamer." The Yokohama pilots protested loudly, but the American had made up his mind to take the chances of shallow water and headed for the three ships. Heco records, "When we heard this, everybody on board, I noticed, became excited and some of the men became quite pale – for it was no easy matter to take an enemy's vessel without a hand-to-hand fight, and many of the crew I was told had never been under fire."

As Wyoming narrowed the distance to the Japanese ships, Orderly Sergeant Abel Clegg ordered his twelve Marines to load their muskets and prepare to fire. McDougal intended to run his ship right between the enemy vessels, engaging the bark and the brig to starboard and the steamer to port. When he did, the Marines were to demonstrate their prowess as marksmen and pick off the enemy gunners. Wyoming would pass so close to Prince Chôshiu's ships that even the poorest shot in the guard would not have an excuse for missing his target. Immediately a fresh battery of four guns opened a raking fire, but the Wyoming answered

with a single shell so accurately aimed that it tore the entire battery to pieces. Dashing ahead, she passed abreast the bark and the brig (Kosei) at close quarters and exchanged broadsides with both.

At precisely 10.50 a.m. we ran right in between the three Chôshiu vessels, and treated them to a

salute from our two Dahlgren guns. After delivering our broadside we steamed slowly out and crossing the bow of the steamer Lancefield, we worked towards the channel pounding away at the enemy all the while. Meanwhile the enemy kept up an unflagging fire from

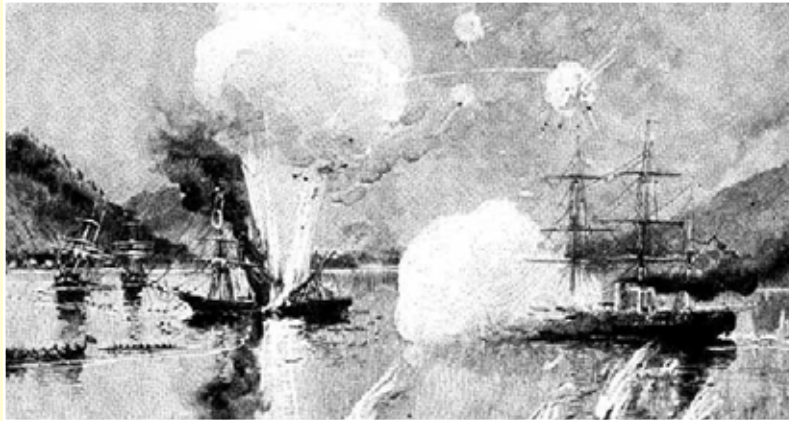


Wyoming Attacks Japanese Shore Batteries and Ships



Wyoming's Gunners in Action

ships and batteries alike But their aim was wild; we noticed that the guns on shore were all fired and trained upon the channel, and we passed so close under them that their shot mostly went ten or fifteen feet overhead. But it was not at all nice or comfortable to hear them whizzing and screaming aloft among our rigging. And the worst of it all was that there was no chance of falling back to the rear, for in a fight on ship-board there is no such convenient thing as the rear to fall back to.



Wyoming Sinks Japanese Ships

The firing was so close that the long guns of the Wyoming seemed almost to touch the muzzles of the enemy, and it was in these few minutes at close quarters that the greater part of the American loss occurred. The forward gun division suffered most on account of its exposed position, sustaining, in fact, all the casualties of the day except three. When the smoke had cleared, six men from the crew of Wyoming's forward broadside gun were down, one of them dead. Elsewhere on the ship, a marine was struck dead by a piece of shrapnel. Damage was extensive, but McDougal remained undaunted. The Japanese handled their guns so rapidly that the brig alone managed to pour three broadsides into the Wyoming. Nonetheless her port battery, targeting the steamer Koshin, let loose two rifled shells. After passing through the Japanese gunboats, Wyoming rounded the bow of the steamer and made a looping turn to port, intending to make another dash at the enemy. The brig was already settling, but the Daniel Webster, in spite of the great holes in her side, still kept up a steady fire, and six land batteries now reopened with the Wyoming as a fair target. The steamer, meanwhile, weighed anchor and, moving to the opposite side, seemed to be getting ready to ram or board the American. At this critical moment the rushing tides sent the Wyoming's bow aground, but after some minutes her engines succeeded in backing her off. Wyoming swung around, and, bringing her port battery to bear, fired on the approaching steamer. A second salvo exploded Koshin's boilers and she began to sink; her crew abandoned her and took to the water.

The steamer seemed to have some dignitaries on board, as we saw that she had purple awnings with the Prince's crest. As soon as we crossed the Lancefield's bows she slipped her cable and essayed to run for refuge into the inner harbor. At this instant the Captain called out to the gunner at the 11 inch Dahlgren to fire. But the gunner seemed to pay no attention until the Captain had given the order for the third or fourth time. At last he did as he was told, and "Bang" went the gun with an ear-splitting crash. And as the smoke of the discharge drifted aside we saw a great volume of smoke and steam hissing and pouring from the Lancefield's deck, and at the same time she slewed slowly round and heeled over on one side, and in a minute or two down she went into the waters. When we saw the steam pouring out of her, our tars gave three rousing cheers, fancying that the 11 inch shell had burst within her. And they heartened up wonderfully and went into

the fight with all their soul and with all their strength and with all their mind. This lucky shot struck just at the right moment, for by this time several of our men had been laid low or disabled by shot and flying bolts and splinters. The reason why the Captain of

the gun did not let loose at the first word of command was that he was taking aim at the exact water-line. And when he did fire he hit the spot to a hair's-breadth. He finished the vessel by that single well-directed shot. It tore through one side of the hull, ripped through the boilers, out at the other side, and drove ashore and lodged there without ever bursting. This I learned from the Chōshiu officers afterwards.

McDougal then fired into the Japanese bark and the Kosei, sending the latter to the bottom. Then, ignoring the shore batteries and the Daniel Webster, McDougal opened fire with his two 11-inch Dahlgren pivot guns on the brig Kosei. Both shells took effect in her hull; another from the forward pivot tore through her boiler, and in a cloud of smoke and steam the vessel went down. Meanwhile, the bark Daniel Webster had been firing as fast as the guns could be loaded, and the six shore batteries were a continuous line of smoke and flame. McDougal now trained his guns to reply. In a few minutes the bark was wrecked, and then one shore battery after another was silenced. When satisfied that he had destroyed every thing within range, he turned and steamed slowly back. On his return he was practically unmolested.

Thus we fought 6 batteries, a barque, a brig and a steamer. We silenced all the batteries, and as for the brig and the steamer we sank them. And all this was done in a little more than one short hour. We ceased firing at 20 m. after 12 p.m.

From our observation it appeared that all the guns were trained on the channel, and placed so as to rake the course usually taken by foreign vessels in passing the Straits. Had it not been for the Captain's clever maneuver of running right close inshore under their batteries, every shot they fired would have hulled us. But as it was they all screeched harmlessly over us. The only punishment we received we got from the vessels.

During the engagement we fired 53 shot and shell in all, with the result I have above mentioned. The Chōshiu men discharged 130 rounds in all, of which 22 did us actual damage. These hit our rigging, smoke-stack and hull, and killed 5 and wounded 7 of our men.

This action had lasted one hour and ten minutes, in the course of which the Wyoming had been hulled ten times, her rigging had been badly cut, her smokestack perforated, and she had lost five killed and seven wounded. The battle had been won by the coolness and nerve of the American

Continued on page 11

commander, and a fine feature of the story is that while most of the Wyoming's crew had never before been under fire, even when the ship was aground and the pilots were paralyzed with terror the bluejackets stood by their guns like veterans. Those were the days, too, when a white man caught by the insurgents endured the unspeakable death of the "torture cage," and the men knew that their commander had ordered that if the ship became helpless by grounding or by shot she was to be blown up with all on board. Although Wyoming was significantly cut up, Prince Chōshiu's forces took the worst of the battle. McDougal had served notice that hostile action against Americans would result in punitive action. As Commander McDougal wrote in his report to Gideon Welles on 23 July, "the punishment inflicted (upon the daimyo) and in store for him will, I trust, teach him a lesson that will not soon be forgotten."

After we were fairly out of danger, the crew went to dinner, and the vessel steamed slowly back to Himeshima where we had spent the previous night. Here our Captain meant to bury our dead on shore. Accordingly all due preparations were made, and boats were lowered and I was requested to accompany the officer in charge to interpret. But just then we observed a dense and dark crowd of natives mustering on the beach, and the Captain deemed it best not to take the dead ashore, inasmuch as this muster of the natives might portend a collision with the funeral party. Wherefore he countermanded the order.

Then he ordered the officers to lower a boat and examine the hull of the vessel. They dug out one whole shot from under the bulwark, and the fragment of one from under the bowsprit and several others fragments from other places.

About 5 h. 30 p.m. the fine weather suddenly gave place to a downpour of rain, and it continued to lash us unsparingly until 3 o'clock next morning. All had retired except the watch when about 9 h. 30 m. p.m. the quartermaster reported to the Captain that he had heard a signal gun in the distance and that several lights appeared ahead approaching us. This occasioned a good deal of alarm in the wild and rainy night. We beat to quarters and all stood ready for an emergency. But it turned out to be a groundless alarm, for we soon found that the lights were merely junk lights while nothing more was heard of the signal gun. So in about half an hour we all turned in again.

July 17th. At 5 a.m. we weighed anchor and steamed out to sea to bury our dead. We made all preparation and attached weights to the dead bodies, and at 9 h. 30 a.m. just as we were at the entrance of the Bungo Channel, the engines were stopped, the crew were mustered, and the bodies committed to the deep. A few minutes after the ceremony the doctor reported that one of the wounded was groaning in sore pain, and that he had but a few hours to live.

July 18th. The doctor and the Captain consulted about another of the wounded. He had been the first man struck in the fight; his forearm being badly lacerated by a splinter. It was now resolved to amputate it. At 10 a.m. the operation was performed, and the man's pain so sensibly abated that his groaning ceased.

July 20th. Overnight we came to anchor in Yokohama

harbor Next morning the shore people crowded on board to hear the news. From them we also learned that the Dutch man-of-war Medusa from Nagasaki had come through the Straits and had met with a hard time of it off Shimonoséki. The Chōshiu men had shelled her, killing four of her people and wounding sixteen more. Also that the French dispatch boat the Kien-chang, from Yokohama to Shanghai, had been fired on in the Straits and had been well-nigh disabled. She had run out the same way as the Pembroke had done. When this news came to the hearing of the French authorities they sent down two boats to take revenge upon Chōshiu .

After breakfast I bade adieu to Capt. McDougal and went ashore and reported myself to the Consul. I asked him why the Minister had not come, saying that Capt. McDougal had waited for him for two hours. The Consul replied with a smile that the Minister had had a severe attack of diarrhea overnight.

July 24th. The French warships got back from the Inland Sea and reported that they had had severe fighting at Shimonoséki. They claimed a victory and brought lots of trophies in the way of muskets, flags, bows and arrows, swords and armor. But after investigation it appeared that it was but few of the above articles they had brought, while they had their smokestack smashed, and had lost a mast, with several men killed and wounded.

A few days after McDougal's exploit a heavy French frigate with a gunboat entered the straits and destroyed what was left of the batteries by landing a force of marines. Some months later, however, the clansmen rebuilt their forts and succeeded in closing the straits for fifteen months. Finally, a large allied fleet put an end to the uprising and restored safety to the foreigner in Japan. But no other operation impressed the insurgents with the same respect as the attack of the Wyoming, single-handed, against their entire force.

The Dutch captain who had taken his punishment without accomplishing anything in return, was knighted on his arrival in the Netherlands, and all his crew received medals. McDougal, on the other hand, got no promotion and not even contemporary fame among his countrymen, for 1863 was the crucial year of the Civil War, and his exploit in far-away Japan was lost in the roar of battles at home. As Theodore Roosevelt once said of this fight "Had that action taken place at any other time than during the Civil War, its fame would have echoed all over the world.

Oddly enough, the Wyoming probably missed her chance for a more widely known place in American naval lore. Later in 1863 she and the Alabama did pass within 25 miles of each other, unknown to both. Confederate Captain Raphael Semmes, the commanding officer of the Alabama, wrote confidently in his journal that "Wyoming is a good match for this ship," and "I have resolved to give her battle. She is reported to be cruising under sail-probably with banked fires-and anchors, no doubt, under Krakatoa every night" and "I hope to surprise her, the moon being near its full.

The stout Wyoming was decommissioned on 30 October 1882 and turned over to the Superintendent of the Naval Academy where she spent the next decade employed as a practice ship for midshipmen. Later taken to Norfolk, Virginia, she was sold at the port on 9 May 1892 to E. J. Butler, of Arlington, Mass.

Herb Kaufman reviews Mercy Street

Now that the final episode of the PBS drama *Mercy Street* has concluded I thought that I might share my thoughts about this production. *Mercy Street* is first and foremost a piece of TV melodrama; what is termed “historical fiction;” and I stress the term “fiction.”

Set in the Mansion House Hospital in 1862 Alexandria, Virginia the story revolves around a number of fictional characters and two characters loosely drawn from the pages of history. The show is intended to depict life in a Union army hospital where “the intersection of North and South within the confines of a small occupied town creates a rich world that is chaotic, conflicted, corrupt, dynamic and even hopeful ...”

Frankly, I had hoped that the show would place more emphasis on the medical aspects of the war and serve to dispel many of the myths and folktales about Civil War medical treatment. Regretfully, the hospital merely serves as a backdrop and rarely and imperfectly depicts actual medical care.

Several medical discrepancies are worth mentioning. A captured Confederate soldier, Tom Fairfax, is brought to the hospital suffering from what today would be termed Post Traumatic Stress Disorder (PTSD). This is a pure fabrication. In that era, the soldier would be considered as suffering from “nostalgia,” or homesickness. He would be told to “buck up” and get his head together; given some whisky; and sent back to his regiment. Stress related illness was simply not understood or recognized.

In an early episode, one of the surgeons uses a Trepine to drill a hole in the head of a patient, thus, in the show, saving his life. A Trepine is a small circular saw that did exist at that time. However, in his classic “Civil War Medicine: Challenges and Triumphs,” Dr. Alfred J. Bollet notes that this procedure was so difficult and fraught with danger that it was performed less than 200 times in the entire war. (There are 80,000 recorded operations.) Further, due to the immense difficulty of pressing down and sawing a person’s skull with a circular saw, and the almost certain infection, it was not a procedure that truly depicts usual medical care.

I must comment about one of the main characters, Dr. Jedidiah Foster’s use of a hypodermic syringe to inject himself with morphine. This was obviously employed for dramatic effect and as a mechanism to draw the two main characters, Dr. Foster and nurse Mary Phinney Von Olnhau- sen together. There was a real nurse named Mary Phinney

Von Olnhau- sen. By 1862, she was 44 years old, not in her twenties as depicted in the show. But, what fun is that. So she becomes a beautiful 20 year old.

Hypodermic syringes were invented by that time. However, they were very rarely used. There are two reasons for that. First, the needle part of the syringe was very large, not the miniscule needle of today. This was because a liquid has to be specifically formulated to be injected in a syringe. (By the 1920’s only 2 % of the medications were injectable.) In order to inject a medication, the surgeon had to actually make an incision in the vein and then insert the syringe. This radically increased the opportunity for infection as neither the medications nor the syringes were sterile.

Secondly, physicians of that era had little understanding of titration, how much medication or anesthesia to give. There were no FDA prescribing instructions, and no medical dosage instructions. Physicians gave medications based on their own experiences and general usage. Therefore, Dr. Foster would actually have no idea how much morphine to inject. In reality he would have probably killed himself with the first injection. I think they simply borrowed this from the Showtime series “The Knick.”

Finally, the surgeon, Dr. Foster, follows as a free Black laborer, Samuel Diggs, who “harbors a secret knowledge of and ability in medicine,” performs delicate abdominal surgery on a female slave. Even in the sterile and highly controlled operating rooms of today this type of abdominal surgery is highly specialized and sensitive. In that era few of the even the most experienced surgeons would ever attempt such a procedure. Surgeons of that era simply did not have the technical knowledge to control the bleeding attendant with such delicate surgery. Frankly, given the high risk of bleeding, infection and peritonitis, the patient would have a miniscule chance of survival. (In the show, the patient is up and talking within days.)

Hollywood, or in this case, television, produce historical drama that is intended to be entertaining and compelling, not educational. I am disappointed that the writers failed to give more importance to the actual medical procedures and practices. Rather, as with most television drama, they focused on the fictional trials and tribulations of the characters. With all its historical faults, I hope that the drama brings attention to the era of the war and encourages further interest.

January 14th Meeting "Return to Iwo Jima"

A really great presentation by Steve Wright and Bill Holdsworth on "**Returning to Iwo Jima**". Bill and Steve had the opportunity to accompany several Iwo Jima veterans to the island to honor those who fought and died there. They shared their experiences with us. Including stories of the history of the island, the Japanese defensive positions, the invasion, the gallant fighting by the Marines, the survivors who attended the reunion, the trip there and back home. The presentation was co-sponsored by **Camden County College Center for Civic Leadership and Responsibility** in the large lecture room. The attendance was great and if you missed the presentation it will be held again at the Del Val CWRT meeting on March 15th in

Continued on page 13



Trevese, PA. Bill and Steve donated a beautiful framed limited (1 of 25) edition print of the flag raising with autographs of veterans over the years of reunions and a gift of sand from the invasion beach. It will be auctioned through ticket sales and be awarded at our 40th Anniversary Luncheon in January.



Bill Holdsworth greeting John Lauriello a veteran of Iwo Jima at the presentation.

WINTER PLUS EVENTS

Upcoming Winter/ Spring Lectures:

Trent House Museum, 15 Market Street, Trenton, NJ; adjacent to the Hughes Justice Complex.

February 13: "The Story of Shrewsbury, 1665-2016"

March 26: "From Point Breeze to the Trent House: Bonaparte's Paintings"

April 16: "Proud Heritage: African American History in the Sourlands and Hopewell Valley"

May 14: Dave Hart – "John Hart: Portrait of a Patriot"

For information: www.williamtrent-house.org or 609-989-3027

Tuesday, May 11; 10am-11:30am

Hon. Kenneth MacKenzie: "MacArthur vs. Truman: Showdown in the Pacific". Morris Museum, Morris School District Community School: \$31/person.

Sunday, March 6: 1pm-4pm

New Exhibit – Local Stories of the Civil War: Eden Woolley House, Our Town Gallery, 703 Deal Road, Ocean, NJ 07712. Explore the impact of the Civil War on NJ and Monmouth County: it explains our states ambiguous loyalties and looks at the roles played by a collection of New Jerseyans – both prominent and little known. Information: 732-531-2136

Sunday, March 6: 9am-3:30pm

Jersey Central Railway Historical Society Train Show at Mother Seton regional High School, 1 Valley Road, Clark, NJ at exit 135 of the Garden State Parkway. \$5/adult; \$10/family. Model railroad equipment for sale, railroadiana including timetables, ephemera, photos, books, DVDs, hardware and more. Information: Mitch Dakelman; 908-208-2522 or dakelmann@aol.com

Wednesday, March 9: 7pm

"Three Nefarious Characters: Presentations by three Jersey Shore Civil War Round Table members discussing Mary Sur-ratt, Clement Vallandigham and Jefferson Davis. Jersey Shore Civil War Round Table, Ocean County College, Gateway building, room 206, Toms River, NJ. Information: Richard Trimble;

732-528-5387 or www.JSCWRT.com, free

Thursday, March 10: 7:14pm

North Jersey Civil War Round Table meeting: John Burkhalter: "Practitioners of Music: A Program of Period Music". Washington Headquarters Museum Great Hall, 30 Washington Place, Morristown, NJ; free.

Thursday, March 24: 7:14pm

Edward H. Bonekemper: "The Myth of the Lost Cause". A denunciation of the States Rights argument as to why the Civil War was started, fought, and how the myth still persists. North Jersey Civil War Round Table meeting at the Haggerty Education Center at the Frelinghuysen Arboretum, 353 E. Hanover Ave., Morris Twp. The April 28th meeting will be the North Jersey Civil War Round Table Book Award Presentation.

Saturday, March 19: symposium

Abraham Lincoln Institute, 19th annual symposium "The Latest in Lincoln Scholarship" Ford Theater, Washington D.C. Lincoln scholars as attendees free. Information: NJCivilWarRT@aol.com

Now Through April 1

Cape May County Taboo: Exploring Hidden History under the direction of guest curator, Gwen Brownell Raring. The museum of Cape May County Gallery has put together an exhibit highlighting controversial artifacts from local collections, both public and private. Many of these items have never been seen. The museum of Cape May County, 504 Route 9 North, Cape May Court House, NJ 08210 or call 609-465-3535; cmcmuseum.org

Saturday, April 16; 9am-3pm

The Haggerty Center at the Frelinghuysen Arboretum, 353 E. Hanover Ave., Morris Township. Enjoy a day of talks and videos focused on the canals of NJ and local history.

Planning a full day, including snacks and lunch with the Canal Society's traveling exhibit, artifacts, books for sale, videos of an operating inclined plane. The intent of this first symposium is to start from the beginning and talks about the impact of our canals on our history and culture. Regis-

tration needed, \$15/person; payable to CSNJ and mail to CSNJ Symposium, c/o Robert Barth, 214 N. Bridge Street, Somerville, NJ 08876. Information; Robert Barth, 201-401-3121 or bbarth@att.net

MUSEUM EXHIBIT

Macculloch Hall Historical Museum February-May, 2016: "Popular Imagery of Sheridan's Ride". The exhibit will examine how and why contemporary artists enshrined General Phillip H. Sheridan's exploits at the battle of Cedar Creek, VA on October 19, 1864, against Confederate forces astride his stallion Rienzi. Selection of objects in the museum's collection include painter Thomas Buchanan Read, sculptor James E. Kelly and illustrator Thomas Nast. The museum is located at 45 Macculloch Ave., Morristown, NJ: information, 973-538-2404. Hours: Wednesday, Thursday, and Sunday 1pm-4pm

Military Organization and the Common Soldier of the Civil War

REGISTER ONLINE
AT WWW.CAMDENCC.EDU/CIVICCENTER
Click Mini Courses and follow the instructions.

COURSE NUMBER: IDY-209-69

INSTRUCTOR: H. Kaufman

LOCATION: ROH 110, the Executive Conference Room

TIME: 4-6:30 p.m.

DAY: Thursdays, no class March 17

NOTE: Class will be held in ROH 212 on March 10. All other classes will be held in ROH 110

Focusing on the soldiers who enlisted in the Union & Confederate armies, this course examines the causes of the war as documented through American political history; military nomenclature, structure, tactics and weapons; the motivation of the soldiers; how innovation affected the conduct of the war; and the impact of the war on American life.

Week 1: 3/10/16 The Causes of the War
As documented through the political and social history of the United States.

Week 2: 3/24/16 Civil War Organization
Examines the validity of statistics, infantry structure, who are the soldiers & what their motivations are; recruiting; and understanding Civil war military nomenclature & organization.

Week 3 3/31/16 Tactics and Weapons
Military instruction, drills and the effect of West Point on officers; Napoleonic tactics; development of modern weaponry; tactics and utilization of infantry, artillery and cavalry during the war.

Week 4: 4/7/16 Home Life
The changing roles of women; photographing the war; news-papers & their influence; life at home including Thanksgiving, Christmas, baseball, and mourning customs.

Week 5: 4/14/16 In Their Own Words
Civil War glossaries and definitions; and the use of actual soldier correspondence.

Here is a list of Mini Courses that will be coming this Spring, to the Center for Civic Leadership and Responsibility.

Session 2: March 1- April 14, 2016

Blackwood Daytime

The Seventies: Decade of Doubt, J.Pesda -
Tuesdays 3/1-4/5, 2:00-4:30pm, Connector 356

Blackwood Evenings

Lies, Damned Lies and Statistics, K. Jackson -
Tuesdays 3/1-4/5, 6:30-9:00pm, Madison Hall, room 105

The Gothic Tradition in English and American Literature, R. Lorenzi - Mondays 3/7-4/11, 6:30-9:00pm, Madison Hall, room 105

Cherry Hill Evenings

The Shock of Rock: The Fight for the Souls of Our Youth, 1950-1970, J. Patrick - Tuesdays, 3/1-4/5, 6:30-9:00pm, ROH 110

African American Women Writers: the forgotten souls, big voices of the Harlem Renaissance, T. Malloy - Mondays, 3/7-4/11, 4:00-6:30pm, ROH 110

Military Organization and the Common Soldier of the Civil War, H. Kaufman - Thursdays, 3/10-4/14, 4:00-6:30pm, ROH 110

Camden County College
Center for Civic Leadership and Responsibility
856-227-2700 x 4333

Schedule of Old Baldy CWRT Speakers and Activities for 2016

March 10 - Thursday
"The U.S.S. Kearsarge vs. the C.S.S. Alabama"
Robert E. Hanrahan, Jr.
(Historian)

April 14 - Thursday
"Actor, Assassin, Patriot, Pawn;
What you think you know about John Wilkes Booth"
Joanne Hulme
(Booth Descendant, Historian)

May 12 - Thursday
"Arlington National Cemetery-Garden of Stone"
Bob Russo
(Historian)

Questions to
Harry Jenkins - 302-834-3289 - hj3bama@verizon.net
Herb Kaufman - 215-947-4096 - shkaufman2@yahoo.com
Dave Gilson - 856-547-8130 - ddsghh@comcast.net

Old Baldy Civil War Round Table of Philadelphia
Camden County College
Blackwood Campus - Connector Building
Room 101 Forum, Civic Hall, Atrium

856-427-4022 oldbaldycwrt@verizon.net
Founded January 1977

President: **Richard Jankowski**
Annual Memberships Vice President: **Bob Russo**
Students: \$12.50 Treasurer: **Herb Kaufman**
Individuals: \$25.00 Secretary: **Bill Hughes**
Families: \$35.00 Programs: **Harry Jenkins**
Herb Kaufman
Dave Gilson

Editor: **Don Wiles - cwiles@comcast.net**