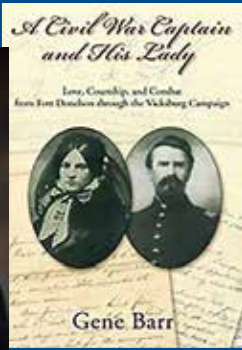


Old Baldy Civil War Round Table of Philadelphia

June 8, 2017

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



“A Civil War Captain and His Lady: A True Story of Love, Courtship, and Combat”

Notes from the President...

As an eventful May closes, June brings us new experiences and the beginning of summer. After the visit of Admiral Farragut to our meeting, **Bob Russo** gave a grand presentation on Arlington National Cemetery at the Del Val meeting. Although we did not get to place flags on the Civil War veteran's graves in Mullica Hill this year, we will be prepared going forward. The wreath laying at General Hancock's tomb was a memorable event and we closed out the month with a Board meeting. You can read about these happenings in this newsletter.

Bruce Tucker provided us an informative evening on the Battle of Mobile Bay from Admiral Farragut's perspective. Everyone present departed more knowledgeable on this fine naval hero. This month **Gene Barr** will join us to share the story of "A Civil War Captain and his Lady," which will give us a humanizing account of the War in the West. Bring a friend or two to hear this fine presentation.

We look forward to welcoming **Arlene Schnaare** back from her sabbatical. Maybe **Susan Prentiss** will also join us again. Let **Dave Gilson** know what you will be sharing with the membership at our Show and Tell in August. Members of our Board will attend a workshop on grant writing this month. Others will represent our Round Table at the League of Historic Societies of New Jersey meeting at Liberty Hall in Union. Share your adventures with the membership by submitting a write up to **Don Wiles**. Details about our trip to Fort Delaware will be available at the meeting on the 8th.

Dave Gilson has put together a superb lecture series for the Fall term. He is seeking someone to coordinate the film on the last night, if interested let him know at the meeting. We will need member's assistance in staffing the welcome table for each session, watch for the signup sheet. If you want to assist **Frank Barletta** in planning and organizing our next Symposium let him know. It will be on October 20, 2018 and the topic will be Civil War Navy. We are looking for a reporter to write a review of our monthly meeting. Continue to share our message so more folks can connect with our Round Table.

We wish Happy Father's Day to all our Fathers. Travel safe and enjoy the upcoming Independence Day Holiday.

Join us at the Lamp Post Diner around 5:30 for a pre-meeting meal and discussions.

Rich Jankowski, President

Join us at **7:15 PM** on **Thursday, June 8th**, at **Camden County College** in the **Connector Building, Room 101**. This month's topic is by **Gene Barr** *“A Civil War Captain and His Lady: A True Story of Love, Courtship, and Combat”*

More than 150 years ago, 27-year-old Irish immigrant Josiah Moore met 19-year-old Jennie Lindsay, a member of one of Peoria, Illinois's most prominent families. The Civil War had just begun, Josiah was the captain of the 17th Illinois Infantry, and his war would be a long and bloody one. Their courtship and romance, which came to light in a rare and unpublished series of letters, forms the basis of Gene Barr's memorable *A Civil War Captain and His Lady: A True Story of Love, Courtship, and Combat*. The story of Josiah, Jennie, the men of the 17th and their families tracks the toll on our nation during the war and allows us to explore the often difficult recovery after the last gun sounded in 1865.

Gene Barr is the president and CEO of the Pennsylvania Chamber of Business and Industry, the commonwealth's largest broad based business advocacy group. Prior to his work at the Chamber, he spent almost twenty years in the energy field including more than twelve years with BP America, the U.S. subsidiary of British Petroleum, and seven years at the Pennsylvania office of the American Petroleum Institute including three years as executive director of that operation. He also served for ten years as a local elected official in the Philadelphia area.

Barr is a board member and past chair of the National Civil War Museum in Harrisburg, PA, among numerous other community and professional activities. A native of the Philadelphia area, Barr has had a longstanding interest in American history, particularly the Civil War period, sparked by his first visit to Gettysburg as a youth. He enhanced his knowledge while residing in Atlanta where he became familiar with the western theater of the conflict. He was active in living history for more than a quarter century and participated as an 'extra' in four films depicting the Civil War period, including "Glory" and "Gettysburg." He has a bachelor's degree in political science from St. Joseph's University in Philadelphia. This is his first book.

Today in Civil War History

1861 Saturday, June 8

The North

The United States Sanitary Commission is established in Washington. It is one of the first official bodies to have been set up to look after the health of the troops, and is a major innovation in nineteenth-century warfare.

The Confederacy

Tennessee's secession from the Union is confirmed by a state referendum.

1862 Sunday, June 8

Eastern Theater

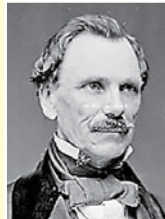
In the Shenandoah Valley Jackson is in danger of being caught between the two Federal forces of Fremont and Shields. He cannot allow them to combine against him, so he leaves Ewell with 8000 men to engage Frémont's army of 18,000 at Cross Keys, while he continues a further four miles to Port Republic. The fight at Cross Keys lasts from eleven in the morning till four in the afternoon, until Ewell disengages and rejoins Jackson during the night. In the meantime, Jackson has been skirmishing with Shields, whose main force is on the far side of the South Fork of the Shenandoah.



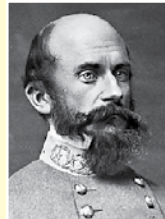
Lieutenant General Jackson
CSA



Major General Frémont
USA



Brigadier General Shields
USA

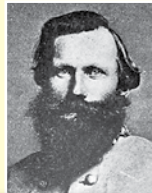


Lieutenant General Ewell
CSA

1863 Monday, June 8

Eastern Theater

"Jeb" Stuart's cavalry are reviewed by General Lee, but they are soon to have a rather different audience. The Army of the Potomac's cavalry, now under the command of General Alfred Pleasanton, plan a large-scale raid for tomorrow.



Major General Stuart
CSA



Major General Pleasanton
USA

1864 Wednesday, June 8

The North

Lincoln is nominated for president, with Andrew Johnson, military governor of Tennessee, as the vice-presidential candidate. The party platform calls for no compromise

with the South and a constitutional amendment to end slavery.

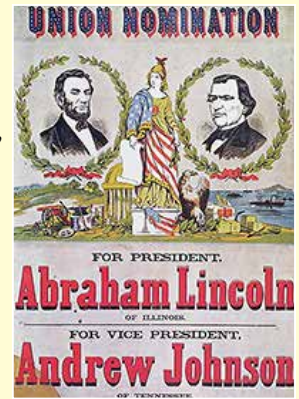
Eastern Theater

In the Shenandoah Valley, Hunter's Federals are joined by columns under Crook and Averell, bringing their combined strength to 18,000 men. John Imboden's Confederates fall back to Waynesboro, 11 miles east, occupying the Rockfish Gap where the Chesapeake and Ohio railroad passes through the Blue Ridge Mountains.

Western Theater

John Morgan's raiders capture Mount Sterling and its Federal garrison. Some of the Confederates also rob the local bank of \$18,000. The complicity of their leader has never been established. Sherman's army marches on Marietta to face Johnston's latest line of defenses.

Mexico Emperor enters Mexico City. Benito Juarez refuses an invitation to peace talks, vowing to fight on against the French and their imperial regime.



1865 Thursday, June 8

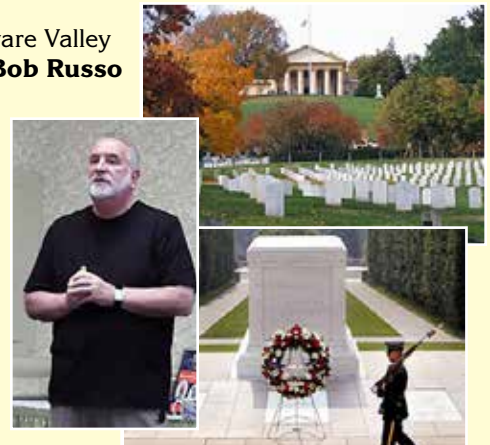
The North

The Federal VI Corps, which had not been able to join the previous grand parades in Washington, has its own review in Washington.

Russo Delivers Command Arlington Performance

At the May Delaware Valley CWRT meeting, **Bob Russo** gave his outstanding presentation on Arlington National Cemetery and he drew a crowd. Three of his co-workers who live in Bensalem came to hear it. Bob's OBCWRT fan club was present including

Herb Kaufman, Joe Wilson, Gerri Hughes, Steve Peters, President Jankowski, and Bill and Debbie Holdsworth. The special treat was Bill Holdsworth bringing **Carl De Haven**, a WWII Iwo Jima veteran, who turned 91 on April 1st. After the War, Carl served his community (Upper Merion Township - King of Prussia) for 32 years as a police officer and detective. Two Navy destroyers are named after one of his ancestors (Edwin Jesse De Haven - a United States officer and explorer of the 19th century). One is at the bottom of Iron Bottom Sound off Guadalcanal. He and his brother are members emeritus of the Reilly





Raiders Drum and Bugle Corps. **Harry Jenkins** is also a life-long member of this group.

The presentation was better than the one Bob gave to our Round Table last May, as he added more material and shared additional stories. Everyone in attendance appreciated his work in telling the story of this treasured American site. Carl was so inspired that at the end of the presentation he rose and preformed the Military songs on his harmonica. An accomplished musician all his life, his harmonica has endeared him to recent generations of folks. It was a fitting close to a great night. You can hear Carl playing the Marine Corp Hymn on his harmonica at the summit of Mt. Suribachi during the 70 Anniversary tour on March 21, 2015, by loading this link in your browser.

<https://www.youtube.com/watch?v=uwaE9OFj7xs>

The Del Val Preservation committee held their Spring Raffle with nine prizes, including two Mort Kunstler books, a bullet display and a bottle of Jameson, raising \$140. As mentioned **Ms. Hughes** was in attendance, living up to her title as "Book Queen," she won a book from the book raffle. This caused Herb, Joe, Rich and Bob to chuckle. It was a fine evening of education and fellowship.

A Great Memorial Day Event with Old Baldy

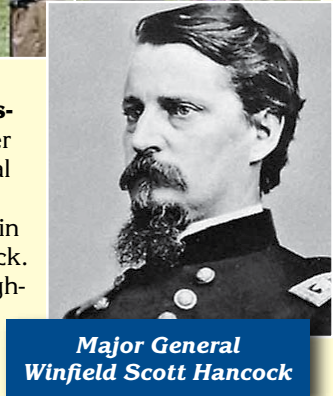
It was another great Memorial Day event at the Historic Montgomery Cemetery last month. Good to welcome Old Baldy members including **Harry Jenkins, Jim Heenehan, Walt Lafty** in uniform, **Bill and Debbie Holdsworth** and special guest **Carl De Haven**. Friends of Old Baldy: **Paula Gidjunis, John Shivo and Joe Jankowski** were also present. The weather was cooler than last year and the turnout larger. As always our wreath, made by Debbie Holdsworth, was the best one presented on the day.

The procession included Boy Scout Troops, Masons, Montgomery County Sheriff's Honor Guard, Bagpipes from the Irish Thunderpipes and Drums, Norristown Royal Arch Chapter 190, Governor Curtin, Baker Fisher Camp #101 SUCVW and various living historians. Opening remarks welcoming everyone were provided by **Barry Rauhauser**, Executive Director of the Historical Society of Montgomery County. The first stop was at the Veterans Memorial Rose Garden where Private Vincent Pearson, who killed in action during WWI on September 16, 1918, was memorialized. The Baker Fisher Camp shot a Volley Fire at each stop.

The next stop was at the recently updated tomb of General Winfield Scott Hancock. An Eagle Scout project installed a flower bed in front of the tomb. The Old Baldy wreath was



placed by **President Jankowski** and Carl De Haven. Another wreath was placed by the Royal Arch Chapter. Remarks were presented by **Randy Feranec** in the persona of General Hancock. General Hancock and his daughter Ada Elizabeth are buried in the tomb. She died of typhoid fever in 1875 in New York City.



Major General Winfield Scott Hancock

The third stop was at the grave of General John F. Hartranft. Wreaths were laid by **Helen Shireman**, great-granddaughter of General Hartranft and **David J. Klinepeter**, General Hartranft Camp 15 SUCV; the Charity Lodge and the Royal Arch Chapter. Informative remarks were provided by **Mark Grim** in the persona of General Hartranft. This segment was filmed by NBC 10.

The final stop was at the GAR Zook Post #11 Plot. A wreath was laid by the Union Patriotic League and remarks provide by **Mike Peter**. This was followed by the Rose Petal Ceremony and Taps by **Martin Csongradi** of BS Troop 369. The attendees then proceeded to the Gatehouse for light refreshments and fellowship. In addition to the noted stops, wreaths/flowers were also placed at the graves of Vincent Pearson, Elizabeth Brower, Civil War Nurse, General Samuel Zook, General Matthew Robert McClennan and General Adam Jacoby Slemmer.

After a rest, a dozen folks marched back to General Hancock's grave to retire the flag. While Bill Holdsworth lowered the flag, Carl De Haven played Taps on his harmonica. Bill and Carl then folded the flag. Carl presented it to Barry Rauhauser. It was another superb close by Carl De Haven to a fine event. If you are available, plan on attending next year. Thank you to all who aided in this notable event to recognize local war heroes.

Mutter Museum Refreshment Saloon

by Kathy Clark, OBCWRT member



On May 6, 2017, I drove to the Mutter Museum with the intention of seeing a Civil War Refreshment Saloon. Not knowing much about the term refreshment saloon, I was pleasantly surprised and was glad I made the trip. I found that when soldiers were on campaigns, food was hard to find even though on occasion they would forage through the farmer's fields around them to obtain fresh vegetables and live animals. As a result, the agricultural cycle of planting and harvesting was disrupted and civilians were not able to obtain essential food items for their own needs. The market place at home suffered.

It was a surprise to me to learn that surgeons were aware of scurvy although the idea of a vitamin deficiency was still not on the books. The battlefield organizations like the Sanitary Commission got food to the camps but back home hospitals would set up dining rooms or refreshment saloons to prepare meals for troops passing through. The idea was to prevent scurvy or other illnesses that soldiers could get as a result of an inefficient diet. An example of such hospitals was the Mower General Hospital (located in Chestnut Hill) having a "general dining room" including grinding coffee, a general kitchen, butcher's room, and even an ice-cream/milk-house. Another example is Philadelphia's Union Volunteer Refreshment saloon and Hospital where over 15,000 meals were prepared as troops passed through. In the long run, Union troops were fed much better than the Confederate troops.

The Mutter Museum Refreshment Saloon was a learning experience in surgical equipment and medicines, interesting food, joyous Civil War music along with information about the refreshment saloon itself. There was a food table to sample some authentic recipes of the day. Soda biscuits with pumpkin preserves (delicious), assorted pickles and vegetables (having a tart, crunchy taste) that soldiers enjoyed to accompany their own bland diet. Dried apples, beef jerky and hardtack were staples of the soldier's diet. The dried apples were very good but not so much for the beef jerky or the hardtack, (even without the maggots). Herb Kaufman set up his medical exhibit with a table of equipment, food items and photos of interesting people in the medical community. Herb always has an interesting



and fascinating display of medical procedures along with many stories to tell.

To my surprise as I approached the museum I saw Joe Becton playing his flute and welcoming everyone into the building. The other members of the 3rd regiment infantry USCT were inside playing several familiar Civil War tunes. We were all singing along and having a good time of song and dance (yes, a few adults and children were dancing). Talks concluded with an explanation about the USCT flag along with the stars and stripes which were carried onto the battlefield. It is always a pleasure to meet the reenactors of the 3rd regiment for their knowledge of the colored troops is invaluable to our Civil War history. Attending the Refreshment Saloon, sampling recipes of the day, talking to reenactors on various topics, and enjoying the fun of the day was a learning experience that made another aspect of Civil War come to life. I hope the museum will continue the Refreshment Saloon exhibit in the future. It is wonderful to be able to pass on another aspect of Civil War history to all who attended.



Join us at 7:15 p.m. on Thursday, June 8th, at Camden County College, Blackwood Campus, Connector Building, Room 101.

The War Comes to New Jersey

by Steve Glazer,
Lieutenant Colonel, USA (Ret.)

More than 600,000 Americans under arms perished during the Civil War. And while many died in New Jersey of wounds received on distant battlefields, no engagements between the North and South ever occurred on our state's soil. Nevertheless, one gallant Union officer met a horrific and bloody death in New Jersey while leading his men.

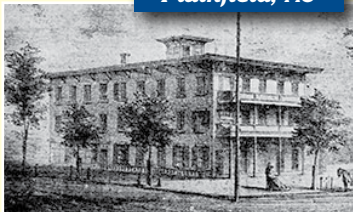
The 2nd New Hampshire Regiment of Volunteer Infantry was organized in Concord, the state's capital, in the spring of 1861. It was one of the early units formed in response to President Abraham Lincoln's initial call for volunteers. Company B, called the "Goodwin Rifles," was raised in the city by Charles Webster Walker, a 38-year-old native of Fryeburg, Maine. Walker, who in his youth apprenticed as a bookbinder in Concord, later serving as warden of Massachusetts State Prison, had recently returned to the capital to become engaged to a popular teacher. He was widely considered one of Concord's most respected, intelligent and genial citizens. As a consequence, he was elected by the company to be their first lieutenant.

The 2nd New Hampshire – 1,000 strong – left Portsmouth, New Hampshire, on Thursday, June 20, 1861, for the seat of war in Washington. By Friday evening, the regiment had reached Elizabethport, New Jersey, where it disembarked from a steamboat and loaded onto railcars of the New Jersey Central Railroad. Due to a lack of adequate rolling stock, the enlisted men of the Goodwin Rifles had been stowed on open-platform cars, normally used for gravel, at the rear of the train. This left the men exposed to the danger of being thrown off by sudden starts and stops, especially since no guardrails had been provided on the cars. Also present at the train's rear that evening was Lieutenant Walker, who had refused a place in the comfortably furnished cars reserved for the regiment's officers, saying his duty was to ride with his men that night.

The train carrying the 2nd New Hampshire to Washington moved slowly through Union County in the evening darkness. All along the way, despite the late hour, enthusiastic crowds of New Jersey's citizens greeted the out-of-state soldiers, with ladies waving their handkerchiefs and well wishers frequently running up to shake the hands of the men.

Around midnight, as the train passed through Westfield rail station, Lieutenant Walker noticed that

**Mansion House,
Plainfield, NJ**



some of his soldiers were in an exposed position on the cars. As he rose and made his way among the men to warn them of the danger, an unexpected lurch threw the lieutenant under the wheels of the train, where his ankle and thigh were run over, crushing and almost completely severing his leg.

By some accounts, Walker, writhing in pain, pleaded to be shot. Instead, he was rushed to the Mansion House hotel in nearby Plainfield. There, George H. Hubbard, the regiment's



**Surgeon
George H. Hubbard**

surgeon, amputated the mutilated leg above the thigh, using the primitive surgical techniques of the time.

Lieutenant Walker, after much suffering, died Saturday, several hours after the operation. Henry Walker, who had rushed from New York to be at his brother's bedside, arrived at Mansion House that same day and arranged for the return of the body to Concord. However, the fallen officer's sword and pistol remained on the train, arriving in Washington later that weekend with the men of the Goodwin Rifles, for whom the officer had given his life.

That Monday, The New York Times carried the news from Washington of Walker's death on its front-page, but with an error in his name.

The New York Times carried the news from Washington of Walker's death on its front-page, but with an error in his name.

The Second New Hampshire Regiment, Col. G. MARETON, arrived to-day at 2 o'clock, with full ranks, finely equipped, and bringing a complete band. Lieut. CHAS. L. WALKER, of Concord, was accidentally killed by being snatched off two cars in New-Jersey, near Plainfield. His leg was crushed and cut off by the cars, and he has since died. A train of cars came through direct from Jersey City via Easton, Harrisburg, and Baltimore.

Lieutenant Charles W. Walker was the first officer from New Hampshire to

**The New York Times,
June 24, 1861**

die in the Civil War. After his remains were returned to Concord, the entire city, including the state's government, closed for a large and solemn funeral. His body lay in state, after which New Hampshire's governor and state legislature, along with numerous other civil and military officials, escorted it to the city's North Church in a long funeral procession that formed in front of the State House.

Exactly one month following his fatal accident, Walker's regiment fought at Bull Run, where it would be among the last to leave the battlefield. It suffered more than 100 casualties in its first engagement.

Walker was the first of 350 men to die while serving with the 2nd New Hampshire, one of the top fighting units in the Union army. For most in the regiment who would later perish in the line of duty, there would be little fervor for repeating the large public display of loss that marked Walker's death in the earliest days of the war.

In Westfield and Plainfield today, nothing stands to mark the place where this patriot of the Granite State fell or to remind their residents of the sacrifice he made there. And all that remains in Concord is a barely legible, weather-beaten gravestone in an obscure corner of the city's Old North Cemetery.

**Tombstone of
Charles W. Walker**



The foregoing article is largely based on one by the author appearing in New Jersey's Civil War Odyssey (New Jersey Civil War Heritage Association, 2011, pp. 14-15).

Mechanicsville

By Dave Gilson – OBCWRT Member

The Seven Days Battles, June 25 to July 1, were the culmination of Major General George McClellan's failed Peninsula Campaign of 1862. The shocking series of engagements were; Oak Grove - June 25, Mechanicsville - June 26, Gaines' Mill - June 27, Savage's Station - June 29, Glendale - June 30, and Malvern Hill - July 1.

I'm particularly interested in Mechanicsville, also known as Beaver Dam Creek or Ellerson's Mill, as an ancestor, Private Craig Fennimore Wisotzkey, Company K, 1st Pennsylvania Reserves, was killed in action there, and may still be there today.

Finally pressured into action by Washington, McClellan's plan was to march the

— *Wisotzkey Craig F.* age 20; a Coach-painter; enlisted June 8, '61. He was killed at Mechanicsville in the battle of June 26, 1862, and was the first of the company that fell in the country's service. The comrades buried him near the battle field.

(Minnigh, Henry W., *History of Company K*, 1891)

Army of the Potomac up the Peninsula between the York and James Rivers, capture Richmond, and hopefully end the War. He succeeded only in sacrificing 16,000 Federal troops, handing Robert E. Lee his first victories, and extending the War indefinitely.

Troop movements began in March, and proceeding at his characteristically snail's pace, McClellan reached the outskirts of Richmond in late May 1862. With his army divided by the Chickahominy River, McClellan was attacked by Joseph Johnston on May 31st at Seven Pines. The attack failed, and with Johnston severely wounded, Jefferson Davis made the epic decision to appoint Robert E. Lee to command of the army.



George Brinton McClellan (LOC)

After another month of inactivity, McClellan advanced on Oak Grove, south of the Chickahominy on June 25, initiating the first of the Seven Days' battles. The Union troops attacked over swampy ground to an inconclusive result. The Federals withdrew to their previous lines after nightfall ended the fighting. The next day Lee seized the initiative by attacking at Beaver Dam Creek north of the Chickahominy.

On June 26 Lee began his movement by concentrating three divisions north of the river against Fitz John Porter's isolated Union V Corps at Mechanicsville, leaving only two divisions south of the river to hold off the bulk of the Army of the Potomac. Thomas "Stonewall" Jackson was en-route from the Valley, and was to join Lee north of the river. A.P. Hill crossed the Chickahominy and cleared out Mechanicsville, expecting that Jackson would turn the Union position behind Beaver Dam Creek. Jackson however failed to arrive until too late in the day. Hill sent a brigade against the Union left, but the resulting attack fell short at Eller-



Ellerson's Mill on Beaver Dam Creek (LOC)

son's Mill. The Confederate advances were repulsed by Federal infantry and artillery as they attempted to flank the Union positions. Despite the failures of the Rebel assaults, Porter withdrew V Corps to a position near Gaines' Mill early the next day.

Over the next 6 days McClellan fought and withdrew from successive battles all the way back to Harrison's Landing on the James River, and abandoned the Peninsula altogether in August. Richmond stood, the Confederacy was re-energized, and McClellan was sacked by Lincoln.



Wisotzkey home, 201 S. Washington St, Gettysburg (D.Gilson)



Historic Marker, 201 S. Washington St. (D.Gilson)

The Wisotzkeys lived in Gettysburg, having moved there in 1820 from Baltimore, and contributed four sons to the Union cause. The 1st Regt., Penna. Reserve Corps (30th Regt., Penna. Volunteer Infantry) was organized in June, 1861. Company K was raised in Gettysburg, and Craig and his brother Frederick enlisted. Brothers Joseph and Emanuel joined another Adams County unit; Co. F, 87th PVI. Only Frederick and Joseph would survive the War.

In the spring of 1862, 1st Reserves was with I Corps under General Irwin McDowell in the area of Fairfax, Virginia. In May the regiment was called up to Falmouth, and in early June moved to the Rappahannock and embarked for the Peninsula.

Battle of Mechanicsville

"On the 18th the division marched to Gaines' Farm, and on the 19th moved with the brigade to Beaver Dam Creek, near Mechanicsville, on the extreme right of the Army of the Potomac, and was assigned to the army corps commanded by General Fitz John Porter. On the 26th four companies of the regiment were ordered to Mechanicsville on fatigue duty, and remained till late in the day, when they were driven in by the enemy, and rejoined the rest of the regiment which was then supporting De Haven's Battery. It was soon after ordered, by General Reynolds, to the support of Cooper's Battery, which was being fiercely assaulted by large forces of the enemy. The First Regiment held the center of the brigade, and for three hours of terrific fighting against vastly superior numbers, maintained its original position, repulsed the enemy and slept upon the ground so gallantly held. The loss in this engagement was seven killed and twenty wounded." (Bates, Samuel P., *History of the Pennsylvania Volunteers 1861-65*, 1871)

"The 26th of June, found the command on the Picket line, from which we were hurriedly recalled, only to find our camp had disappeared and our private property gone 'where the woodbine twineth,' but in time to take our place in line with other troops, who were ready to meet the confederates, who were reported as advancing in our immediate front. We were

ordered by special detail with our Regiment, to support Cooper's battery."

"I need not write up this battle in full detail, for those who were there, remember well, the onward rush of the enemy, how two whole divisions under Gen'l Lee (a fact developed more recently), at 3 p. m. threw themselves upon our line, only to be hurled back amid great slaughter, how amid the shriek of shell and flashing musketry they still advanced, how our 69 caliber elongated balls now for the first time were sent on missions of death, and with what execution, how Craig Wisotzkey fell, one limb being literally torn from the body, when Hamilton and Siplinger were wounded and assisted from the field, how at length the shades of night fell, putting an end to the conflict." "Corporal Durboraw... took charge of Wisotzkey when he received his terrible wound... carried him from the field, and when he died, they scooped a grave and buried him." (*Minnigh, Henry W., History of Company K, 1891*)

There is no record of Craig's body being recovered. He is not with his family in Gettysburg's Evergreen Cemetery. The Department of Veterans Affairs has no record of a headstone request. VDOT has no record of any remains recovered during highway construction through the battlefield. Rangers at the Beaver Dam Creek unit of Richmond National Battlefield Park suggest his remains may have been collected 1865-67 and re-interred in the Tomb of the Unknowns at Cold Harbor National Cemetery, or are as likely to still be on the battlefield.

Cold Harbor National Cemetery was established in 1866 on the site of the 1864 Battle of Cold Harbor. Interments were collected from a 22-mile area, taken from the battlefields and field hospital sites of Cold Harbor, Mechanicsville, Gaines's Mill, and Savage's Station. The land was appropriated in April 1865 during the first post-war search and re-burial operations conducted on local area battlefields. Another search for buried and unburied remains occurred in 1867 and yielded over 1,000 full and partial skeletons that had been missed the previous year. Due to space limitations at Cold Harbor these remains, of which only a handful were identified, were re-interred in the larger Richmond National Cemetery. (*US Dept. of Veterans Affairs*)

In the book *Magnolia Journey: A Union Veteran Revisits the Former Confederate States*, Russell H. Conway



"Fight at Beaver Creek between McCall's division and the rebels under Jackson": Alfred Waud (LOC)

stated that in 1870 the remains of Union soldiers were still being unearthed from the battlefield by poverty-stricken local residents searching for Minie Balls to sell as lead scrap in nearby Richmond. Although reported to cemetery superintendent Augustus Barry, who was mortally ill at the time, it

does not appear that another search and reburial operation was made. Conway feared that many soldiers' remains may have ended up in Richmond's fertilizer factories mixed in with the bones of dead artillery horses. Soldier remains at Cold Harbor have been occasionally discovered by farmers and construction crews well into the 21st century. (*Wikipedia: Cold Harbor National Cemetery*)

If Wisotzkey's remains are still "buried near the battlefield", the area of his unit's position has been completely overrun by development.

The fate of Craig Wisotzkey at Mechanicsville is not unique. Many thousands of other soldiers were never accounted for, and are possibly still buried somewhere on other former battlefields.

"Oh, unconquerable heroes! Let it never be said that the great republic is forgetful of your deeds"

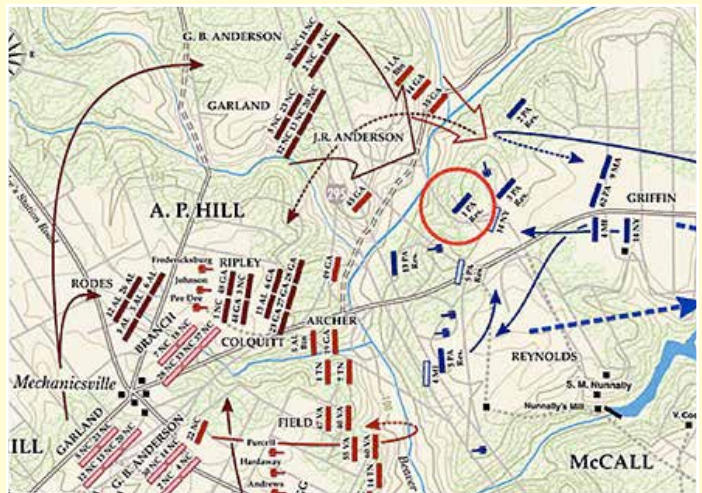
(*Minnigh, Henry W., Captain, Co. K, 1st Reserves, History of Company K, 1891*)



Burial party collecting soldiers' remains from Gaines' Mill and Cold Harbor Battlefields for re-interment. April 1865 (LOC)



Tomb of the Unknown Soldier, Cold Harbor National Cemetery (LOC)



Troop disposition, northern section, June 26, 1862 (Civil War Trust)



Relative position of 1st Reserves today. (Google Maps)

Final resting place of Pvt. Wisotzkey? (Google Earth)



Shot from Baltimore

The old shot tower from the Chesapeake City

of all the ammunition that found its mark in the American Civil War, the bullet invented by French Captain Minié is the most universally-known carrier of devastation. A great deal of round shot was also fired by muzzle-loading rifles and smoothbores on both sides, and much of that was produced by an ingenious 19th-century process: drop-forming shot.

Round balls were either molded or drop-formed. The soldier in the field often carried a small, hand-held mold in which he could cast four to six balls at a time. Drop manufacturing lead balls enabled a crew of five or six men to produce over 1,000 twenty-five pound bags of shot a day, a method ideal for meeting an army's insatiable hunger for ammunition. One of these plants, the Merchant's Shot Tower, still stands in downtown Baltimore, Maryland.

When 1861 dawned, armies around the globe had just begun several important trends in armament. Percussion weapons were just beginning to replace the old flintlock. Smoothbore arms had not yet been swept away by rifles. Paper and linen cartridges were still popular, though metal cartridges were swiftly being adopted. Many troops still carried a powder horn and loose shot into battle during the first several months of the war.

The round ball, which had for centuries been the mainstay of armies, was widely used early in the Civil War. The Virginia Manufactory Flintlock Rifle, firing round shot, was issued to Confederate troops in 1861. Many of these were later converted to percussion. Colt handguns were popular both north and south of the Mason-Dixon Line, and the Merchant's Shot Tower records show sales of round shot for use in Colt pistols to the US Army and Navy. Today the Baltimore Sunpapers report that shot from the Merchant's Tower was fired at Gettysburg.

Shotguns were carried by many troops, though their use was concentrated in the South. New York agents Hartley, Schuyler, and Graham imported thousands of French double pinfire shotguns and sent them South just before the War. These, of course, fired round shot. Confederate cavalymen often rode with shortened fowling pieces, and these fine sporting weapons made the mounted Southern soldier a formidable fighter.

The process of making drop-shot was surprisingly simple. The Baltimore shot tower, 234 feet high, had two inside platforms. One was near the top, and the other midway up. A long, iron spiral staircase of well over 300 steps led the workers to the peak. The top was open to the sky, making the tower little more than a giant chimney. Lead bars were hoisted to both platforms from ground level on a continually-moving chain, powered by steam. Workers at each station melted the lead in coal-fired furnaces, adding arsenic and antimony to the molten metal to temper it.

When the lead mixture was thin and easy to pour, a colander-like pan was suspended over the tower's center. The liquid lead was poured through the pan and began its hissing descent. The holes in the bottom of the pan varied



The Merchant's Shot Tower stands today in downtown Baltimore, Maryland. It has been reopened with a multi-media show on drop manufacture of shot in the 19th century.

in diameter, thus controlling the size of the shot.

Smaller sizes were poured from the lower platform, and large balls from the top. The large shot required a greater fall to cool. As the molten lead fell, it hardened and formed into spheres under the influence of gravity. Huge, steaming tubs of water caught the shot at the bottom, completing the cooling and protecting the shot from damage as it struck.



Workers shown in this 1853 engraving, which originally appeared in Demorest's Illustrated News of New York, pour the molten lead mixture from one of the lower platforms.

Then as the vats filled with shot, workers emptied them with huge ladles, and put the balls into the dryer. The shot was then dumped into large revolving barrels where it was polished to a bright sheen in graphite.

The owners of the Merchant's Tower boasted that theirs was "*the most perfect shot in the world*" and indeed the drop-forming process made reliably round balls. Still, a certain amount of quality control was necessary. After polishing, the shot was rolled one at a time down an inclined trough. Perfect spheres rolled straight and true, while those out-of-round either refused to roll or wobbled their way down. The defectives found their way back up to the furnaces to be remelted. Then in the "assorting room" the shot was separated by size. Drop-formed shot could weigh as much as one ounce each or come in size and quantity as small as 12,000 per pound. A series of sifters was used, beginning with the smallest grades and progressing to the largest.

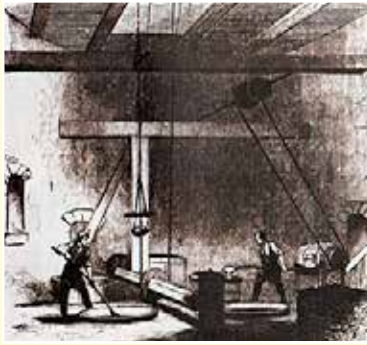


Quality control and sizing was performed in the assorting room.

The largest drop-formed hull weighed about one ounce, and is roughly the equivalent of a .74 calibre molded musket ball.

The shot was poured over these devices, and bins below each hole caught only those pellets small enough to fall through. Then it was packaged at twenty-five pounds to a bag and loaded onto waiting wagons.

Perfection in drop-shot manufacture required a precisely straight and strong building. Significant motion in the structure because of wind would cause the shot to be deformed. The masons who laid the 11 million bricks in the Merchant's Tower in 1828 intended that the building last forever. The walls are four-and-one-half feet thick at the base, tapering to twenty-one inches at the peak. The foundation is seventeen feet deep. Visitors to the tower in its hey-day commented that even during gales it swayed "only eight inches."



Erroneously labeled "Melting Tubs," this view actually shows the tube of cold water at the hale of the tower. Workers use ladles to dip the hallo from the cooling tubs. A barrel, used for polishing the finished shot, appear: of! to the right.

There were, of course, differing opinions on the best way to make drop-shot. An additional step was employed at the Eutaw Street Shot Tower, also in Baltimore. After dropping and polishing, the shot was pressed between heavy iron rollers, compressing it and making it heavier in relation to similar diameter shot from other makers. The proprietors testified that this step made their shot superior to other brands. Other towers used blowers to introduce a blast of cold air onto the descending shot, making a shorter tower feasible.

Baltimore had three shot towers in business during the 19th century, but only the Merchant's Tower remains. However, that Chesapeake Bay city had shot-making competition.

There were three towers in New York City, including Cowell's Tower on Center Street; a portion of one called the Paul Beck Shot Tower stood on what is today a Philadelphia recreation field; and still another tower, only 150 feet tall, was built in Dubuque, Iowa, in 1856 of native limestone.



The Merchant's Shot Tower, circa 1880

But these Northern industrial sites did not have a monopoly on the process. The Confederacy produced a much smaller volume of shot in towers in Mississippi and Virginia. The tower near Wytheville, Virginia, was built over a deep, well-like hole, so that it could be shorter. This is probably an adaption of an idea used by other shot manufacturers, who often adopted deep-pit lead mines to round shot production. Incidentally, this square, stone Wytheville tower is still standing.

After the war, shot-making at Baltimore's Merchant's Tower continued at a slackened pace. Production had reached a peak of over 600,000 bags a year during the sectional conflict but fell to about 100,000 after the war. The major post-war customers for those 100,000 bags a year were the Victorian sportsmen who hunted waterfowl up and down the East Coast.

In 1878 a fire destroyed the tower's workings. It was rebuilt and opened again, but technology had rendered a piece of living Civil War history obsolete and the furnaces went out for good in 1892.

Shot Towers in America that are still standing:

- Sparks, Philadelphia, PA**
- Peters, Kings Mills, OH**
- Remington, Bridgeport, CT**
- Winchester, New Haven, CT**
- Phoenix, Baltimore, MD**
- Jackson Ferry, Wytheville, VA**
- Dubuque, Dubuque, IA**
- Wisconsin Shot Company Shot Tower, Spring Green, WI (rebuilt)**



Sparks Tower in Philadelphia. When heading South to the Airport or Sports Complex look to the right off of the Schuylkill Expressway.

Editor's Note: This article is from CWTI (1980) and is by Ron Phillips.

The Magnificent Aereon

The most successful method ever devised for holding a dirigible down, surely must be credited to the Union's Civil War bureaucracy, against whose rock walls New Jersey's Dr. Solomon Andrews bloodied his inventive head.

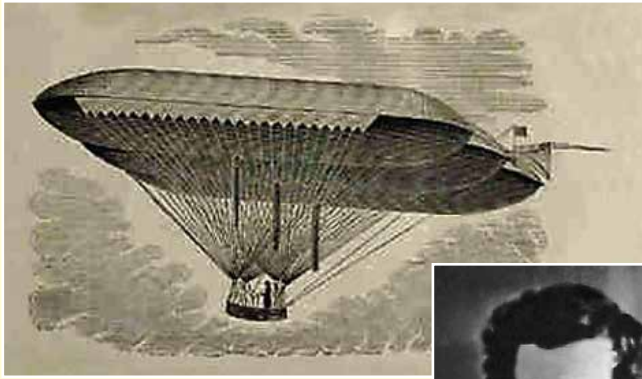
Seeking to shorten the war that rent America, Dr. Andrews evidently felt his Aereon could go beyond the observation functions usually reserved for balloons and perhaps become our nation's first bomber. Writing to President Abraham Lincoln on August 9, 1862, the inventor discoursed on "producing an aerostat for reconnaissance if nothing more, in aid of the armies of the Union . . .," and pledged his own real estate holdings as security.

Instead of gaining instant action on the proposal, letters mailed to Washington went astray, and personal visits with Secretary of War Edwin Stanton, Congress, and the Bureau of Topographical Engineers came to nought. President Lincoln expressed interest, but his secretary inexplicably refused to place on the President's desk the letters he had requested from witnesses to the airship's wondrous flight.

Dr. Andrews repeatedly demonstrated his Aereon in full view of an astonished public—but despite his dazzling flights, his specific descriptions in the patent, and his own book, *The Art of Flying*, Aereon's ability to fly into the wind without a motor remained a tormenting mystery to the era's engineers and bureaucrats.

A watchmaker's apprentice in early life, Andrews later became a physician as well as an avid inventor. As the

three-term mayor and a long-time health officer of Perth Amboy, New Jersey, Dr. Andrews constructed the town's first sewer and was credited with saving his community from yellow-fever and cholera epidemics. The two-dozen monemymakers among his creations included a sewing machine, a barrel-producer, a fumigator, a velocipedes, forging presses, a gas lamp, a kitchen stove, and "a tobacco pipe so constructed as to filter out harmful substances." And the cream of the crop was his superior padlock. To advertise his already-famous combination lock, in 1832 he chained a chest containing \$1,000 to a lamp post in New York City, challenging the public to open his lock. It resisted all comers, and his prosperous lock company gained him the funds to pursue his flying dreams.



One of the only available drawing of the original concept of the Aereon. Andrews' idea of filling the ship's gas bags with smaller gas cells had to be postponed to a later day when sturdier materials would make the idea more feasible. Dirigibles of the 20th century, like the Hindenburg, used that idea to their advantage.



Dr. Solomon Andrews, inventor of the "gravitation" powered airship Aereon. Experiments with his principles and with motor power continued into the 1890's: when Baron von Zeppelin's airship-ideas became successful.

A three-term mayor and a long-time health officer of Perth Amboy, New Jersey, Dr. Andrews constructed the town's first sewer and was credited with saving his community from yellow-fever and cholera epidemics.

Purportedly, Solomon Andrews' interest in flight was sparked on a hot Sunday while he paid little attention to his clergyman father's sermon in the Perth Amboy Presbyterian Church. Gazing out the window at a beautiful sky, excited by a soaring bird, he promised himself that he, too, would fly.

Faithful to this promise, in 1849 he and his co-workers in the "Inventor's Institute" built an airship. Dr. Andrews had established his work site by converting the Perth Amboy barracks which the British had used during the Revolution, into individual workrooms for a co-operative of inventors. The airship he produced there was filled with hydrogen gas slowly produced by a handful of iron retorts in a furnace. Then the prototype silken vehicle, some 12 feet long, was purposely floated out to sea unmanned, and never seen again.

With the advent of the Civil War, Dr. Andrews volunteered for the Sanitary Commission, whose moving spirit was his brother-in-law, Dr. Elisha Harris. During this service of transporting the sick and wounded, he gained knowledge of Professor Thaddeus Lowe's experiments with observation balloons. But Dr. Andrews felt the Union spy balloons had failed because Lowe's idea of aerial navigation was wrong.

Recalling the success of his prototype, he presented his own Aereon plan to Secretary Stanton on September 1, 1862. He then was referred to the Bureau of Topographical Engineers—at a time when the nation's capital was in turmoil over threats of Confederate attack. Rumors sped through Washington that Lieutenant General Thomas "Stonewall" Jackson had crossed the Potomac and was quick-marching the remaining few miles to the city. When in fact, the real situation was that General Robert E. Lee's troops had crossed that river to Frederick and moved on to Hagerstown, Maryland in a prelude to the Battle of Antietam.

In the middle of this public panic, the bureau's interviewer, no doubt distracted, was nonetheless enthused by tales of the doctor's other fine inventions, but found his airship plans puzzling, as they seemed to detail no means of propulsion. When

asked what power he would use, Dr. Andrews only replied mysteriously, "Gravitation."

Having reported that "the device appears to be ingenious in a high degree but we are not fully convinced of its practical utility," the bureau's disinterest inspired the talented inventor to construct a working airship himself and present it to the Union "in the hope that it may shorten the war." The doctor announced his go-it-alone decision on September 22, 1862, five days after Southern forces under General Jackson took Harpers Ferry.

His design featured three cigar-shaped balloons, each some eighty feet long and thirteen feet wide, fastened together. Individual cells within the balloons were designed to prevent uncontrolled movement of the gas. The passenger-and-freight basket slung under this assemblage was a dozen feet long but a mere sixteen inches wide, its sides barely reaching the creator's knees. Attached was a ballast car, running on tracks; if the ballast moved forward, Aereon would dive, moved back-ward, she would rise.

Perth Amboy seamstresses stitched the cylinders from 1,200 yards of Irish linen. Well-known balloonist John Wise fabricated the twenty-one inner cells with 1,300 yards of cambric muslin. In this way, under Dr. Andrews's watchful eye, the ship was completed in May 1863, at a staggering cost of \$10,000—double his estimate.

By this time Lincoln's Emancipation Proclamation had freed some three million slaves, the Battle of Chancellorsville had claimed Stonewall Jackson's life, and General R. E. Lee had commanded Confederate forces to maneuver northward. But on June 1, 1863, at age fifty-seven and never having flown before, aviator Andrews confidently stepped into Aereon's basket, and shouted, "Cut loose!" Hamilton Fonda, foreman of the inventor's U.S. Mail Lock Factory, and a complete disbeliever in the flight project, cut the ballast ropes and Aereon shot forward.

Initially flying with the wind, Andrews turned his graceful ship by rudder and actually flew against the wind at a height of 200 feet. He coasted to a gentle landing and witnesses excitedly shook his hand—among them, the doubting Fonda.

May 11th Meeting

“Admiral David G. Farragut, USN” Protrayed by Bruce W. Tucker

by Kathy Clark, OBCWRT Member

Admiral David Glasgow Farragut, USN began his career at an early age on the sea and remained there his entire naval career. At the age of 9 he became a mid-shipman and by the age of 12 served aboard the USS Essex in the War of 1812 with Commodore David Porter, USN. Through his apprenticeship with Commodore David Porter, Farragut’s skills improved and by age 20 he was a skilled ship’s officer. Farragut’s relationship with Commodore David Porter began when Farragut’s mother died of yellow fever. His father agreed to let David stay with the Porter family and was eventually adopted by the family. Being with David Porter, Farragut’s love of the sea was brought to life and he began his on the job training.

Although Farragut was from the south, he sided with the Union in the Civil War. Farragut’s fame grew in December, 1861 when he was assigned to command the Union Blockade in the Western Gulf of Mexico to stop the Confederate troops from getting supplies. His orders were to enter the mouth of the Mississippi and capture New Orleans. This raid was successful, destroying most of the Confederate River Squadron that were upstream of Fort St. Phillip and Fort Jackson. As a result, the city and both forts surrendered.

In 1863, Farragut aided US Grant as he was working his way to Vicksburg by stopping the flow of Confederate traffic below the Red River. July 1863 Vicksburg fell and the entire Mississippi River was soon in Federal Control. Later in the War, Farragut turned to Mobile Bay, which was defended by Fort Gaines and Fort Morgan. To get near the forts was very difficult for the Confederate troops had a line of torpedoes on one side of the channel making it necessary for the Union ships to go very close to Fort Morgan. On the other side of the channel was the Confederate ironclad Tennessee defending the bay. As Farragut with his flag ship and a fleet of 17 ships started into the passage, the lead Monitor Tecumseh was destroyed by a mine and the lead wooden ship Brooklyn stopped the line as a result of the confusion. Admiral Farragut explains that in this narrow passage if a ship stops the line behind them becomes sitting ducks under the guns of Fort Morgan. The fleet had to continue into the passage. Farragut went up into the rigging of his vessel USS Hartford to see beyond the smoke as the battle was proceeding. Farragut could see the ships pulling back as he continued to be attached to the rigging of the Hartford. He shouted through his trumpet to the Brooklyn “What’s the trouble?” “Torpedoes” was the reply, “Dam the Torpedoes”, said Farragut, “Four bells, Captain Drayton go ahead”. He swung the Hartford around and headed for the mine field, luckily none exploded. It was the Tennessee who charged the Hartford and a battle ensued until the Tennessee was a shell of a ship and surrendered. Eventually one by one the forts surrendered with Fort Morgan the last. August 1864 found the bay closed but the losses to the Union was much greater than the Confeder-



Bruce Tucker

acy. This battle was the height of Farragut’s career and a much-needed victory for Lincoln. As a result of this victory Lincoln promoted him to Vice Admiral in December 21, 1864, becoming the first US Naval officer to hold that rank.

Admiral Farragut will always be remembered for the battle of Mobile Bay and his splendid work to win the battle for the Union. On a more personal side Farragut married his first wife Susan Caroline Marchant but she was always in ill health and died December 27, 1840. His second wife, Virginia Dorcas Loyall, gave him a son Loyall Farragut who graduated from West Point in 1868. He served as a second lieutenant in the US Army until 1872. Loyall was a big help to the Admiral by helping him read. The Admiral had experienced sun stroke from being on the water most of his life and as a result could not read very well.

Admiral Farragut died at the age of 69 in Portsmouth, New Hampshire while vacationing in the late summer of 1870. He is buried in Woodlawn Cemetery in Bronx, New York.

Mr. Tucker’s portrayal of Admiral Farragut was outstanding! His presentation brought to life the important contribution Admiral Farragut made to the naval history of the Civil War. We thank Mr. Tucker for making our May meeting of the Old Baldy CWRT a memorable evening of learning about another aspect of Civil War history and we hope he will join us again in the future.

Over one hundred years later Herbert S. Whitman pointed out that Dr. Andrews's "use of the resistance of the air as a means of motion . . . anticipated the principle of dynamic lift." And William M. Miller described the inventor's process as similar to the way a sailboat tacks horizontally against the wind; Aereon was "tacking in a vertical plane."

Running additional test flights in July 1863, the cylinders were inflated directly, as all but one of Wise's inner cells had collapsed within thirty minutes after the initial June inflation. Their removal saved Aereon some 180 pounds, enabling longer flights. The ballast car also was shucked: the pilot had learned he could change his ship's angle merely by shifting his own weight.

Already declared, "faster than a cannon-ball," Aereon's final trial on September 4 was covered by the New York Herald, making believers out of scoffers. The Herald lauded Aereon as "the most extraordinary invention of the age, if not the most so of any the world ever saw." A statement appearing in the Times of Webster, Massachusetts, apparently quoting the Herald, warned that "with such a machine in the hands of Jefferson Davis, the armies around Washington would be powerless to defend the capital."

Andrews ultimately won a personal interview with President Lincoln and described his ship. The President asked him to have several witnesses write directly to him about what they saw, and promised he would then take action on the project. The president never saw the letters—his secretary simply did not place them on his desk.

Disgusted, the indomitable Andrews petitioned Congress for action and finally was permitted to exhibit India-rubber miniature models of the Aereon. His demonstration and lecture were so convincing that the congressional committee asked Secretary Stanton to appoint a scientific board to examine the airship.

The new board's first session was held March 18, 1864, in a library at the Smithsonian Institution, with the hearings closing March 27. Turning in a glowing report, the three commissioners—Major of Engineers, J. C. Woodruff, Superintendent of the U.S. Coast Survey A.D. Bache, and Secretary Joseph Henry of the Smithsonian Institution—recommended an immediate appropriation.

Prolonged silence followed. Andrews discovered that the report never reached the Secretary of War. With the original apparently lost, Andrews was instructed to forward his own copy to the House Military Affairs Committee. Time dragged, with still another problem arising: the congressional committee could not act on a copy. Searching Washington's bureaucratic offices to no avail, Dr. Andrews eventually was informed the original had been found and sent to the committee.

March 22, 1865, was a black-letter day: Aereon's inventor received a letter from the House Military Affairs Committee, outlining the lack of interest, asserting that the war he had proposed his ship could end was over and that the ship not needed.

At that time, Andrews broke an arm in a fall from a carriage; this led to his writing *The Art of Flying*, while recuperating. The book emphasized that the difference in specific gravity between the balloon and the atmosphere in which it flew could be applied as a power to drive the Aereon in any direction, at will.

Planning to construct airships for commercial and mail use, with a regular route between Philadelphia and New York City, Andrews organized the Aerial Navigation Company. He created a single-cylinder lemon-shaped dirigible that both excited and frightened the New York City crowds during his publicity flights. Aereon Number 2 even actually stopped a war—albeit a very small war on the city's streets—when a Fenian mob halted a street battle with detractors and gaped at the miracle flying overhead.

But despite his many successes, Dr. Solomon Andrews and his Aereon never flew again—the postwar financial panic wiped out banks and the Aerial Navigation Company crashed with them. The doctor was forced to return to his positions as health officer of the port and board of health president in Perth Amboy, and went to his grave in October 1872, as only a man who might have brought the Civil War to an early close.

Editor's Note: This article is from CWTI (1980) and is by Helen Schulz.

The Most Southern Place
COURSE NUMBER: IDY-209-68 INSTRUCTOR:
W. Ebert LOCATION: ROH 110
TIME: 6:30-9:00p.m.
DAY: Thursdays

The Mississippi Delta developed late in the rush to spread the plantation system across the South, but it became the quintessential antebellum community and a lens into American culture and race relations. This mini course explores the astonishing rise of this locale, its extraordinary resistance to change and its surprising place in history.

Dates and Topics:

Week 1: 6/15/17 The Antebellum South on a Fast-track

Week 2: 6/22/17 Hope and Hopelessness in the Aftermath of the Civil War

Week 3: 6/29/17 The Great Flood of 1927 and the Heavy Hand of Jim Crow

Week 4: 7/13/17 The Crucible of American Music in the Heartland of Poverty

Week 5: 7/20/17 Emergence of the Modern Civil Rights Movement

Center for Civic Leadership and Responsibility Connector Building, room 103
Camden County College
PO Box 200, Blackwood, NJ 08012
Director: John L. Pesda www.camdencc.edu/civiccenter

Coming Events

Saturday, June 10; 10am

A Woman About Town Walking Tour led by Montclair History Center Board of Trustee, Helen Failon and Angelica Diggs. Co-sponsored by Bike and Walk of Montclair. Take a tour of the town from the vantage point of a woman who lived there in early 20th century. The tour spotlights woman's experience during the late 1800's to mid-1900's. A tour will also be given at the First Congregational Church and Montclair's Women's Club. \$10/donation: register by calling 973-744-1796 or mail@montclairhistorical.org or www.montclairhistory.org

Saturday, June 10; 10am-noon

Open house program at the historic Abraham Staats House featuring blacksmith Dave Bala demonstration the art of black-

smithing and presenting information on this vital trade in the 18th century. Tours of the Abraham Staats House will be given throughout the morning program. Free, donations are welcome! www.staatshouse.org for more information about the site and events.

Sunday, June 11; noon-4pm

Join us at Proprietary House Museum at 1pm for the annual reenactment of the June 1776 arrest of Royal Governor William Franklin by American Patriot forces. Between noon and 4pm. visit the Revolutionary War encampment on the Proprietary House's grounds. Military Living History Demonstrations at 2:30 and 3:30pm. 149 Kearny Avenue, Perth Amboy, NJ 08861. For more information call 732-826-5527 or info@theproprietaryhouse.org

Sunday, June 11; 1:30pm

Boonton Historical Society presents a walking tour of the Historic Residential District. Tour begins outside the Post Office at 501 Main Street. Donation \$5/nonmember. The tour includes an external look at some of the ironworker's homes of the 1830's. These men worked in the Boonton Iron Works. If there is time a visit to one of the churches they built. Information call: 973-402-8840

Sunday, June 11; 1pm-4pm

Flag Day Family Fun at the Montclair History center, 110 Orange Road, Montclair, NJ at the Crane House and Historic YMCA. In honor of National Flag Day tours will incorporate flags from different periods of history starting from 1796-1945. Children will learn flag etiquette and learn what states became part of our nation in different time periods. \$10/family: \$5/member Information www.montclairhistory.org

Saturday, June 17; 9am-3pm

Middlebrook Symposium celebrating the 240th Anniversary of the Middlebrook encampment of the Continental Army in NJ. It will be focusing on the stratagems Washington used to convince General Howe that pacification of the Jerseys by a show of superior force was hopeless and that any plan to attack Philadelphia should be abandoned. \$25/includes lunch. Martinsville Community Center, 1961 Washington Valley Ave., Bridgewater, NJ 08836. Information www.heritagetrail.org which takes you to "Coming Events" and Middlebrook Symposium tickets link. Urwin, PhD, John Archer. And Randy Draais. There will be lunch, book signings book sales, and displays and exhibits to observe.

Continued on page 14

Old Baldy Civil War Round Table Clothing Items

1 - Short Sleeve Cotton Tee - \$23.00

Gildan 100% cotton, 6.1oz.
Color Options: Red, White, Navy, Tan
Sizes: Adult: S-3XL Adult Sizes: S(34-36); M(38-40); L(42-44); XL(46-48); XXL(50-52); 3XL(54-55)

2 - Long Sleeve Cotton Tee - \$27.00

Gildan 100% cotton, 6.1oz.
Color Options: Red, White, Navy
Sizes: Adult: S-3XL Adult Sizes: S(34-36); M(38-40); L(42-44); XL(46-48); XXL(50-52); 3XL(54-55)

3 - Ladies Short Sleeve Polo - \$26.00

Anvil Pique Polo - 100% ring-spun cotton pique.
Color: Red, White, Navy, Yellow-Haze
Logo embroidered on left chest
Sizes: Ladies: S-2XL Ladies
Chest Size Front: S(17"); M(19"); L(21"); XL(23"); 2XL(24")

4 - Mens Short Sleeve Polo Shirt - \$26.00

Anvil Pique Polo - 100% ring-spun cotton pique.
Color: Red, White, Navy, Yellow-Haze
Logo embroidered on left
Sizes: Mens: S-3XL
Chest Size Front: S(19"); M(21"); L(23"); XL(25"); 2XL(27"); 3XL(29")

5 - Fleece Lined Hooded Jacket - \$48.00

Dickies Fleece Lined Nylon Jacket 100% Nylon Shell; 100% Polyester Fleece
Lining: Water Repellent Finish
Color: Navy or Black
Logo Embroidered on Left Chest
Size: Adult S-3XL
Chest Size: S(34-36"); M(38-40"); L(42-44"); XL(46-48"); 2XL(50-52"); 3XL(54-56")

6 - Sandwich Caps - \$20.00

Lightweight Cotton Sandwich Bill Cap 100% Brushed Cotton; Mid Profile Color: Navy/White or Stone/Navy Adjustable Closure

Orders will be shipped 2 weeks after they are placed. All orders will be shipped UPS ground, shipping charges will be incurred. UPS will not ship to PO Boxes, please contact Jeanne Reith if you would like to make other shipping arrangements.

Items are non-returnable due to customization, please contact Jeanne Reith if you have questions on sizing.

Jeanne Reith Tuttle Marketing Services 1224 Gail Road West Chester, PA 19380 jeanne@tuttlemarketing.com 610-430-7432

<https://tuttlemarketing.com/store/products/old-baldy-civil-war-round-table-651>

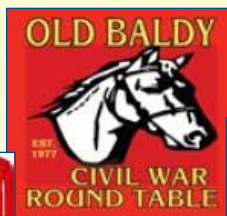
7 - Irish Fluted Glass - \$7.00

Can be used with either Cold or Hot Liquids

Items can be seen and ordered from the Old Baldy Web Site or the Manufacture's Web Site.



Logo



Delaware Valley CWRT Civil War Institute at Manor College Summer Classes

Defining Moments of the Lincoln Presidency

Abraham Lincoln once said, "I did not influence events, but I am influenced by them." Those events were special moments that altered the Civil War era. This class will examine those moments and the effect Lincoln's decisions had on the war and the future of America.

Date: Wednesday, June 14, 2017

Time: 6:30-8:30pm

Fee:\$30

Instructor: Hugh Boyle

To register: call (215) 884-2218 or register online with a credit card.

"No Turning Back": The Rise and Decline of U.S. Grant

Ulysses S. Grant has been celebrated as a general, underrated as a president, and overstated as a drunkard. This class explores his early life, seen as years of failure; his war years, when he led the Union to victory; his presidency, whose successes are only now being recognized; and his brilliant memoirs, written as he was dying an agonizing death.

Date: Monday, June 26, 2017

Time: 6:30-8:30pm

Fee: \$30

Instructor: Jerry Carrier

To register: call (215) 884-2218 or register online with a credit card.

Desperate Measures: Unusual Incidents and Strange Adventures in the Civil War

"Strange but true." This saying was never more relevant than in describing many of the bizarre occurrences of the Civil War. This program presents many of the controversial personalities and strange, unusual incidents that occurred during the war.

Date: Wednesday, July 12, 2017

Time: 6:30-8:30pm

Fee:\$30

Instructor: Herb Kaufman

To register: call (215) 884-2218 or register online with a credit card.

Meagher of the Sword - His Fight to Defend Two Flags

Thomas Francis Meagher lived an eventful life on three continents: in the Young Ireland Movement and the Irish Rebellion of 1848; his trial and exile to Van Diemen's Land (now Tasmania); and his escape to America, where he fought for both the Union and the Irish cause by recruiting and leading the famed Irish Brigade. His postwar life ended in Montana Territory, where he was secretary and acting governor.

Date: Wednesday, July 12, 2017

Time: 6:30-8:30pm

Fee: \$30

Instructor: Herb Kaufman

To register: call (215) 884-2218 or register online with a credit card.

Guadalcanal- Starvation Island

In films, books and songs, the Guadalcanal campaign was recognized for its pivotal role in the War in the Pacific. Known as Operation Watchtower, the campaign was hard fought on land, sea and air. With an emphasis on human interest stories, this class will explore the campaign from the American and Japanese perspectives.

Date: Thursday, July 20, 2017

Time: 6:30-8:30pm

Fee: \$30

Instructor: Walt Lafty

To register: call (215) 884-2218 or register online with a credit card.

Worst President Ever

Abraham Lincoln, our 16th president, is universally accepted as our greatest president. The man he succeeded - the 15th president, James Buchanan - has been rated by historians as our worst. What did Buchanan do or not do to earn such a reputation? We will examine how America's presidency went from worst to first.

Date: Wednesday, August 14, 2017

Time: 6:30-8:30pm

Fee: \$30

Instructor: Hugh Boyle

To register: call (215) 884-2218 or register online with a credit card.

Class hours are 6:30 till 8:30 pm, unless otherwise noted.

Manor College is located at 700 Fox Chase Road in Jenkintown, PA. You may call (215) 884-2218 to register or for an application for the certificate program, or online www.manor.edu/cont-ed/civil-war/courses.php

If you have any questions, contact Adult & Continuing Education at 215-884-2218 for more information.

WEB Site: <http://oldbaldycwrt.org>

Schedule of Old Baldy CWRT Speakers and Activities for 2017

June 8 - Thursday

"A Civil War Captain and His Lady: A True Story of Love, Courtship, and Combat"

Gene Barr

(Author, Lecturer, Historian, CEO)

July 13 - Thursday

Dr. Jennifer M. Murray

"On A Great Battlefield: The Making, Management, and Memory of Gettysburg National Military Park, 1933-2013"

(Professor, Lecturer, Historian)

August 10 - Thursday

**Member's Show and Tell
"Round Table Discussion"**

Questions to

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

Vice President: Kathy Clark

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Ellen Preston

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Annual Memberships

Students: \$12.50

Individuals: \$25.00

Families: \$35.00

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