

Old Baldy Civil War Round Table of Philadelphia

February 8, 2018

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

Join us at **7:15 PM** on **Thursday, February 8th**, at **Camden County College** in the **Connector Building, Room 101**. This month's topic is "**Freedom-Seekers Turned Freedom Fighters**"

Local journalist Jim Remsen's illustrated history talk, "Freedom-Seekers Turned Freedom-Fighters," chronicles the experiences of a group of fugitive slaves who escaped southern bondage and dared to openly build new lives in the North. Once the Civil War came, these men and their sons left their safe haven in northeastern Pennsylvania

"Freedom-Seekers Turned Freedom-Fighters"

and returned south, into the bowels of slavery, to fight for the Union. Their valor under fire helped to change many minds about blacks. Remsen's new history book, *Embattled Freedom*, lifts these thirteen remarkable lives out of the shadows, while also shedding light on the racial politics and social codes they and their people endured in the divided North.

The fugitives' safe haven was little Waverly, Pa., Remsen's boyhood hometown. Now a Bala Cynwyd resident, and a retired editor and reporter at *The Philadelphia Inquirer*,

he spent several years researching this story as a way to bring some overdue tribute to Waverly's unsung "colored troops" and the white abolitionists who stood by them. *Embattled Freedom* (Sunbury Press) has been praised by Lackawanna Historical Society director Mary Ann Moran-Savakinus as "a fascinating history that needs to



Jim Remsen



be shared." Mark Bowden, *New York Times* bestselling author of *Black Hawk Down*, *Killing Pablo* and his latest, *Hue 1968*, calls it "a fine example of serious local history, which fleshes out in particulars the larger social issues over a century." For more, visit embattledfreedom.org.

Notes from the President...

Welcome to the month of Presidents, Love, Black History and Sweet Potatoes. Hope you are warm and safe. Our 2018 campaign will be a grand one. If you have not submitted your 2018 dues to **Frank Barletta**, please do so soon to allow us to fulfill our plans for the year.

Matt Bruce did an excellent job educating us on Confederate Cruisers last month. Thank you to **Walt Lafty** for bringing him to Blackwood. This month retired Philadelphia Inquirer reporter, **Jim Remsen** will visit to share the account from his book *Embattled Freedom*, of a group of fugitive slaves, who had settled in Northeast Pennsylvania, only to volunteer to return to the South to fight in the War. Bring a friend to hear this compelling story. **Don Wiles** sends his greetings and best wishes to all members. Our clothing store is currently closed while opening times are being reviewed. It will be opened briefly in the Spring. Continue to use **Amazon Smiles** for your purchase to generate income for our Round Table.

Congratulations to **Blair Thron** on receiving the 2017 Award of Merit from the General Meade Society. Similar to the "*Flat Staley*" Project where the cut-out traveled around the world, our Round Table will soon have a "*Flat Old Baldy*" for you to take on the road with you. The Camden County History Alliance will be sponsoring "*History Week in Camden County*" on October 15-21. Our *Civil War Naval Symposium* is one of the main events that week. We are represented on the planning committee for the week and more details will follow. The CCHA will soon be sending out an e-newsletter of events and activities in Camden County. The theme of the next magazine will be "*Immigration in Camden County*," if you have an article about immigration from during the Civil War Era, let us know. We are also selling ads and patron spots in the magazine.

Thank you to **Sandy Clark** for being our first correspondent on our Member Profile series in the newsletter. We are seeking two more members to serve in that capacity. Our

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Michael A. Cavanaugh Book Award Committee will begin meeting soon. Our meetings with Marketing Consultants will result in an increase social Media presence for Old Baldy as we strive to get our message to more citizens and increase our membership. Progress continues on our **Civil War Naval Symposium**, let **Frank Barletta** know how you was to assist on this project.

The **Open House at the Union League** will be on February 10th and the **Lincoln Day** events will be February 12th. The **Octavius Catto** event will be at 11 AM on February 17th at the Catto statue by City Hall in Philadelphia. If you attend these events please send your photos and comments to **Don Wiles** for a future newsletter. There will be a **South Jersey History Fair** on May 19th at the Gabreil Davies Tavern House Site. Check the newsletter for information on other events and watch for **Kathy Clark's** email about New Jersey events.

Join us at the Lamp Post Diner at 5:30 for a pre-meeting meal and conversation with our presenter.

Rich Jankowski, President

Today in Civil War History

1862 Saturday, February 8

Eastern Theater

General Henry Wise, the Confederate commander on Roanoke, lies ill at Nag's Head. Commanded in his absence by Colonel Shaw, the Confederate garrison consists of some 1600 men drawn from the 8th, 17th, and 31st North Carolina regiments, augmented by almost 1000 men of the Wise legion. General Wise continues to maintain overall control from his sickbed. Outnumbered by the 7500 troops under the command of Burnside, the rebels surrender after futile resistance. At the cost of 35 killed and 200 wounded, the Union force inflict only 55 casualties on the Confederates, including 16 dead, but take 2527 prisoners.

Western Theater

Union forces take two Confederate vessels at Chickasaw, Mississippi.

1863 Sunday, February 8

Eastern Theater

General Hooker's reorganization of the Army of the Potomac begins to take effect. He breaks up Burnside's Grand Divisions, re-establishing the former corps structure. Each corps is placed under the command of an officer in whom the General has confidence.

1864 Monday, February 8

Western Theater

General Sooy Smith's command consists of three cavalry brigades and 20 guns. The first brigade left Union City, Tennessee, on January 22 but does not arrive until today, delayed by flooding as the swamps and rivers burst their banks.

1865 Wednesday, February 8

Eastern Theater

General Wheeler, commanding the Confederate cavalry skirmishing around Sherman's army, complains to the Union commander that Federal troops are wantonly destroying private property. Sherman has issued orders to respect occupied dwellings but empty buildings are fair game for the looters.

Far West

Fighting continues along the North Platte in Colorado and near Rush Creek, Nebraska Territory.



Blair Thron receiving the General Meade Society of Philadelphia Inc. 2017 "Award of Merit"

The History Of Military Women

by Kathy Clark OBCWRT Member

Rich, his wife Debbie, and myself went to hear a lecture on the History of Women in the Military concluding with Admiral Michelle Howard's biography. Admiral Howard was the first African-American woman to become a 4-star



Admiral (4-Star) Michelle Howard

Admiral holding the post of Vice Chief of Naval Operations for the United States Navy. The presentation was made by Professor Melissa Ziobio who teaches at Monmouth University in New Jersey. Professor Ziobio also has a wide array of military activities serving as command historian at the US Army Communication-Electronics Command, Fort Monmouth from 2004-2011. She

serves on the Events Planning Commission and WWII Era Studies Institute at the InfoAge Science History Learning Center and Museum in Wall Township, NJ. She also volunteers with the National Guard Militia Museum of NJ.

We were very interested in learning more about Admiral Howard, not only her history, but wanted contact information to reach her in California. The Symposium committee wanted to reach out to Admiral Howard to be an honored guest at the Naval Symposium in October, 2018. We were

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not able to get her contact information at that time but after some investigation, we did get the information we wanted and are planning to invite her as one of our honored guest. As a result of Professor Ziobio's lecture she talked about many aspects of women's military history concluding with Admiral Howard's life. In the future we may even see her at an Old Baldy meeting talking about various areas of women's military history.

The lecture took place inside the 1719 William Trent House in Trenton, NJ. This was the first time we had visited this historic site and learned some of the Trent House history. What made it equally important was that we found this event on the Old Baldy events list which comes out every week or so. If the events list was not posted on the computer of our members we may not have been aware of Admiral Howard and her important position in the United States Navy. "If you really want to do something, go for it!" as expressed by Admiral Howard and the pioneering women who came before her. There were many women in history such as: Molly Pitcher of the Revolutionary War; Sojourner Truth, Harriet Tubman, Elizabeth Van Lew, her slave Mary Elizabeth Bowser and many more who were civil war spies. Women nurses and doctors became important to treat the many soldiers who were sick or dying as we think about Dr. Mary Walker and other female nurses who helped with the sick and wounded. The WWI US Army Communication Board Operators used women as telephone operators, clerks, and other office tasks to free up the soldiers for war. It was not until WWII that the door opened for women personal. There were many women who were just as qualified as men to fill the jobs needed in the military and although women were reenlisted there was still this stereotype of women in domestic services. Slowly women started to rise up in rank and African-American women, who had both gender and race against them, moved into ranks demanding respect with fair and equal treatment.

Then there was Michelle Howard—born into a military family at March Air Force Base in California, the daughter of former US Air Force Master Sergeant, Nick Howard and his British wife, Phillipa. In 1983 Michelle graduated from the US Naval Academy and went on to graduate from the Army's Command and General Staff College in 1998. She has a Masters in Military Arts and Sciences. At 27 she made a decision to stay in the Navy in War Times Services and Peace Keeping Operations. Along



with many sea tours during the first years of Naval Services she took command of USS Rushmore, March 12, 1999 becoming the first African-American woman to command a ship in the US Navy. Howard was the commander of Amphibious Squadron 7 from May 2004-September, 2005. During Captain Richard Philips capture at sea by Somali Pirates, Howard played a key role in getting Philip's rescued.

Admiral Howard's shore assignments included; Action Officer and Navy's Liaison to the Defense Advisory Committee on Women in the Military Services in the Bureau of Personal; Deputy Director of Expeditionary Warfare Division and Senior Military Assistant to the Secretary of the Navy. She served as Deputy Commander of the US Fleet Forces Command in Norfolk, VA. Admiral Howard was also Command of Expeditionary Strike Group 2 and Combined Task Force 151 aboard the Amphibious Assault Ship USS Boxer.



Admiral Howard's promotions: Rear Admiral; August 1, 2010; Vice Admiral; August 24, 2012; Admiral; July 1, 2014. Admiral Howard became the 38th Vice Chief of Naval Operations at the time she became Admiral. In 2018, Admiral Howard is due to retire after 36 years of service in the United States Navy.

Look how far women have come in military service! Women before them set the example and were role models not only in the military but in other walks of life. We honor those women for the courage and backbone they had to fight for what they wanted. We, as women, have come along way but still have work to do. Admiral Michelle Howard was one of these ground breaking women who set the example to all women from past, present and future of the role women can play in society. Thank goodness for women like Admiral Howard!

After the presentation we had the honor of a guided tour through the house. It was a very rewarding day in history!

1719 William Trent House History

The estate was built in 1719 for the William Trent family's summer home on the banks of the Delaware River. William Trent, a wealthy Philadelphia Merchant, not only used the house for his family but also for conducting business and politics. In 1721 it became the Trent family's year-round residence. The original estate had over 800 acres with orchards, the mill and the ferry along the Assumpink River, outbuildings, and fields. Today the Delaware River is not near the property as a result of additions and improvements done over the centuries. Today the house is restored to what it was like in 1719.

William Trent traveled from the Scottish Highlands in 1693 following his brother, James to Philadelphia. At that time William married his first wife Mary Burge and they had four children. William was becoming a very wealthy merchant trading with Great Britain and the Colonies as well as

participating in the slave trade. He was a member of Penn's Provincial Council and served as a judge, an active member of the Anglican Church, and commissioned a Colonel, becoming NJ's first Chief Justice in 1723.

In 1708 Mary Burge died and two years later he married Mary Coddington and became a political and economic match for both. She owned Caribbean sugar plantations and Trent had the shipping interest. They worked well together. Mary Coddington had two sons along with the two sons and daughter from his previous marriage. These sons, James and William, became merchants and fur traders respectively. In 1720, Trent laid out a settlement which he incorporated and named Trenton. Christmas Day 1724 William Trent died of an apparent stroke. His resting place is not known.



The last private owner, Edward A. Stokes donated the building to the city in 1929 with the agreement that the house would return to its original appearance and be used as a library, art gallery or museum.

The Trent House is very easy to get to by following Rt. 295 to the Trenton exit. As you start to see the fence around the property make the first right. Look for other activities on the events list to visit the house and learn some Trenton history.

William Trent House, 15 Market Street, Trenton, NJ 08611 or www.williamtrenthouse.org

Editor's Note:

Due to the upcoming Symposium on the Navies it was suggested that we have articles on the two Navies, their organization, training, ships and how they would fight the Ocean and River part of the Civil War. Because the War was mainly a land war there is a limited amount of information available. If any of you have a suggestion on an article or would like to contribute articles to the newsletter just email them to me. cwwiles@comcast.net

These two articles are from the 1902 Miller's Photographic History of the Civil War



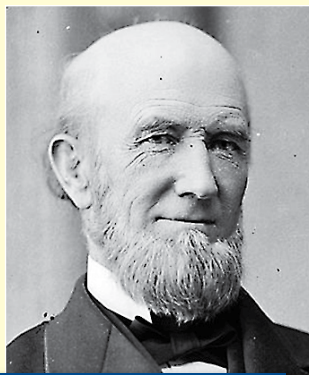
Organization of the Federal Navy

Continued from the (January) Issue

Seven ironclads were built and two remodeled under the supervision of Captain James B. Eads. There were also three wooden gunboats, and later on, in the summer of 1862, at the suggestion of Flag-Officer Davis, the fleet of light-draft vessels, known as "tin-clads," was organized.

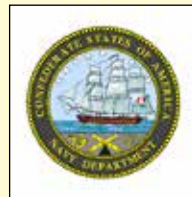
For some time the gunboats and "tin-clads" operating in conjunction with the Western armies had been under the supervision of the War Department, and separate from the navy entirely. But very soon this was to be changed, and the entire Mississippi forces and those engaged in the Western and Southern waters came under the jurisdiction of the Navy Department. Officers were detached to command of these nondescripts and "tin-clads" that rendered such gallant service; experienced gunners and bodies of marines were sent out to lend discipline and cohesion to the land sailors who, up to this time, had been carrying on the river warfare. The blockade called for more and more energy along the Atlantic coast; very early the "runners" began to try the dangerous game of eluding the watching cordon.

Providing these vessels with officers and crews taxed the Navy Department to a great extent. There were not enough experienced men then in the navy to officer more than a small portion of the



Ship Builder James Buchanan Edas

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Organization of the Confederate Navy

Continued from the (January) Issue

Now took place, on the part of the Confederate Navy Department, a most important move which opened a new chapter in naval history. On the 9th of May, 1861, Secretary Mallory, convinced that the resources of the Confederacy were not sufficient to complete a navy that would be adequate to maintain the defenses of the waterways of the South, commissioned James D. Bulloch to go to England and attempt to have some suitable ships constructed there, informing him at the same time that the necessary funds would be secured and placed at his disposal by the representatives of the Confederacy in England. The matter of building war-vessels in England presented many difficulties, for, under the British policy of neutrality, any ship of either of the warring powers that took on any armament or other equipment that was classed as contraband, was guilty of a breach of the neutrality agreement, and might be taken possession of by the British Government.

Captain Bulloch, a graduate of Annapolis, was well suited to the task, and he at once entered into negotiations for the building of two ships, which were to be delivered to him personally as his property. While built on the general lilies of ships that would be suitable for privateering, they were not to be armed or in any way equipped as battle-ships by

Lending Library by Frank Barletta

A "Lending Library" of the books written by the speakers will continue at this month's meeting.

Please return books checked out so other members can check one out.

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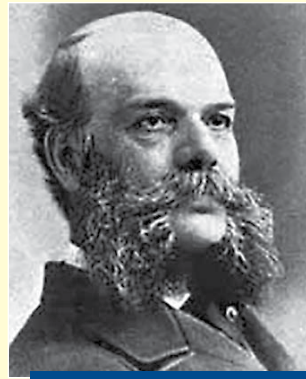
ships brought into service, and it was necessary to call for recruits. The merchant marine was drawn on for many valuable men, who filled the stations to which they were assigned with credit to themselves and the navy. It may be said to the credit of both the merchant marine and the "service," however, that the consequent jealousy of rank that at times was shown resulted in nothing more serious than temporary dissatisfaction, and was seldom openly expressed. The men of both callings had been too well trained to the discipline of the sea to question the orders of their superiors, and after the distribution of commissions usually settled down to a faithful and efficient discharge of the duties to which they had been assigned.

From the outset of the war, it appeared more difficult to secure enlistments for the navy than for the army, and with the constant addition of ships it finally became necessary to offer large bounties to all the naval recruits in order to keep the quota up to the required numbers. During the war the United States navy built two hundred and eight vessels and purchased four hundred and eighteen. Of these, nearly sixty were ironclads, mostly monitors.

With the introduction of the ironclad and the continual increase of the thickness and efficiency of the armor as the war progressed, the guns of the navy also changed in weight and pattern. The advent of the ironclad made necessary the introduction of heavier ordnance. The manufacturers of these guns throughout the North were called upon to provide for the emergency. At the beginning of the war, the 32-pounder and the 8-inch were almost the highest-power guns in use, though some of the steam vessels were provided with 11-inch Dahlgren guns. Before the war had closed, the 11-inch Dahlgren, which had been regarded as a "monster" at the start, had been far overshadowed, and the caliber had increased to 15-inch, then 18-inch, and finally by a 20-inch that came so late in the war as never to be used. Rifled cannon were also substituted for the smooth-bore guns.

The navy with which the Federals ended the war belonged to a different era from that with which it started, the men to a different class. Very early in 1862, the number of artisans and laborers employed in the Government navy-yards was increased from less than four thousand to nearly seventeen thousand, and these were constantly employed in the construction and equipment of new ships, embracing all the improvements that could be effectively used, as soon as they were shown to be practical. In addition to these seventeen thousand men, there were fully as many more engaged by private contractors, building and equipping other vessels for the service.

One of the features of the navy in the Civil War, and before referred to, was the "tin-clad" fleet, especially constructed to guard the rivers and shallow waters of the West and South. The principal requirement of these "tin-clads" was that they be of very light draft, to enable them to navigate across the shoals in the Mississippi and other rivers on which they did duty. The lighter class of these vessels drew less than two feet of water, and it was a common saying that they could "go anywhere where the ground was a little damp." They were small side- or stern-wheel boats, and were armored with iron plating less than an inch in thickness, from which they derived the name of "tin-clads." Though insufficient protection to resist a heavy shell, this light plating was a good bullet-proof, and would withstand



James D. Bulloch

their makers. In spite, however, of all the precautions taken, the ships were not more than half completed before the suspicions of the Federal agents were aroused. But, though they were morally certain that the ships were to serve in the Confederate navy, there was no tangible evidence upon which they could be detained, and both boats were completed and sailed out of English waters without any contraband stores aboard them.

They were later equipped at other ports from ships that had carried out their arms and ammunition. Bulloch remained in Europe during the greater part of the war, and was a valuable assistant to the Secretary of the Navy of the Confederacy.

During the time in which he was superintending the gathering of this foreign-built force, Secretary Mallory was also organizing his department for efficient work in providing for the needs of all naval forces. He organized a bureau of orders and details, a bureau of ordnance and hydrography, a bureau of provisions and clothing, which also had charge of the paying of the naval forces, and a bureau of medicine and surgery.

These bureaus were headed by competent men, and the detailed work of the department was soon being carried on in a thorough, business-like manner.

The matter of securing recruits was easily handled; there was no time when the number of men enlisted was not more than was necessary to man all the ships in the service.

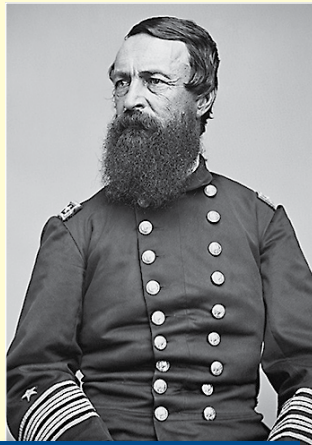
The men enlisted in the navy who could not be sent to sea were usually assigned to garrison the forts on the coast and along the rivers, while at times they were called upon to serve in the field with the regular army.

Most of the ships that were built for the Confederacy abroad were manned largely by recruits gathered on foreign shores, some of them being natives of the Confederate States, and others men who sympathized with the cause sufficiently to fight under its colors. The danger in running these boats through the blockading squadrons that lined the Confederate shores and the impossibility of getting men out of the ports on other ships, made it necessary to take what men could be secured. These vessels, however, were always officered by Confederates bearing Government commissions.

The pay of the officers of the Confederate navy was based on a sliding scale, regulated by the length of service and the occupation of the officer, as was the law in the Federal service. The pay, however, was larger. An admiral received \$6000 a year; a captain's pay, when commanding a squadron, \$5000; on any other duty at sea, \$4200; on other duty, \$3600, and on leave or awaiting orders, \$3000. The pay of other officers was to be regulated by length of service, but as the first increase in pay was to come after five years' service, none of the officers benefited by it. The pay of a commander on duty at sea was \$2825 a year for the first

the fire of a light field—piece, unless the shell chanced to find a vulnerable spot, such as an open port-hole.

These boats were armed with howitzers, and their work against field batteries or sharpshooters on shore was particularly effective. The heavier class of boats that were used in the river offensive and defensive work was armed with more guns of larger caliber, and their armor-plating was somewhat heavier than that of the little vessels designed to get close to the shores. The little boats, however, took their full share in the heavy fighting, and on the Red River, with Admiral Porter standing at her helm after the pilot had fallen, the *Cricket*, one of the smallest of these light-armored boats, fought one of the most valiant small naval contests of the war. Others of these boats won distinction in their actions against shore forces and heavier vessels.



**Admiral
David Dixon Porter**

In spite of the number of ships built and equipped during the war, and the other heavy expenses which the War Department incurred, the total cost of the navy during the war was little over \$314,000,000, or but nine and three-tenths per cent of the total cost of the war.

The pay of the officers and men in the navy, unlike that of the volunteers enlisted in the army, was regulated by the length of term of service and by the duty the officer was called upon to perform. The captain's rank, which was the highest position held in the Federal navy at the opening of the war, was the only one in which the length of service did not bring an increase of pay. The pay of a captain commanding a squadron, which was equivalent to the rank of rear-admiral, later established, was \$5000 a year; the pay of the captain who ranked as senior flag-officer was \$4500 a year; captains on all other duties at sea received \$4200 a year; on shore duty, \$3600 a year, and on leave or waiting orders, \$3000 a year.

Commanders on duty at sea received \$2825 a year for the first five years after the date of commissions, and \$3150 a year during the second five years. On other duty, the commanders received \$2062 for the first five years after the date of commissions, and \$2825 for the second five years. All other commanders received \$2250 a year.

A lieutenant commanding at sea received \$2550 a year. Other lieutenants on duty at sea received \$1500 a year until they had served seven years, when their first increase in pay brought the amount up to \$1700. Following this, until they had served thirteen years, they received an increase of two hundred dollars each two years, or \$2250 a year at the expiration of thirteen years. On leave or waiting orders the lieutenant's pay graded up similarly, but in smaller amounts. He started at \$1200 a year, and at the end of thirteen years his pay was \$1450. The surgeon of a fleet received \$3300 a year, but all other surgeons were paid on the sliding scale, with an increase in pay each five years



**Secretary of the Navy
Stephen Russell Mallory**

five years after the date of commission, and on other duty, \$2662. Commanders on leave or awaiting orders received \$2250. Lieutenants commanding at sea received \$2550; first lieutenants on duty at sea received \$1500 a year, and the same when on other duty.

When on leave or awaiting orders they received \$1200 a year. Second lieutenants when on duty at sea received \$1200 a year, and when on leave or on other duty received \$1000. Surgeons on duty at sea received \$2200 and when on other duty \$2000 a year.

At Richmond, very early in the struggle, a naval school was established by Secretary Mallory and placed under the command of Lieutenant William H. Parker, a former officer of the United States navy, who, at the outbreak of the war, had already seen twenty years of service.

CSS Patrick Henry



In July, 1863, the steamship Patrick Henry, then at Richmond, was converted into a school-ship. She was ordered to remain at anchor off Drewry's Bluff in the James River to lend assistance, if necessary, to the defense of the

capital. In the fall of the year the Confederate States Naval Academy was formally opened with an efficient corps of professors. Throughout the exciting times of 1864-65 the exercises of the school were regularly continued, and many of the students gave a good account of themselves before the war was over.

Ships of the Civil War

Editor's Note:

During the upcoming issues we will try to show an example of the different types of ships that were used in the Civil War. Some of the types of ships are; Gunboats, Cruisers, Raiders, Tin Clads, Ironclads, Rams, Blockade Runners, Submarines, Cutters, Transports, Cotton Clads, Hospital Ships and Etc...

Blockade Runners

The blockade runners of the American Civil War were sea-going steam ships that were used to make their way through the Union blockade that extended some 3,500 miles (5,600 km) along the Atlantic and Gulf of Mexico coastlines and the lower Mississippi River. Blockade runners imported from England most of the guns and other ordnance the Confederacy desperately needed. To get through the blockade these ships, many of them built in British ship yards, specially designed for speed, had to cruise by undetected, usually at night. The typical blockade runners were privately owned vessels often operating with a letter of marque issued by

until twenty years had elapsed, when the final raise was given. For surgeons on duty at sea the range was from \$2200 a year for the first five years to \$3000 a year after twenty years. On other duty, the range was from \$2000 to \$2800, and on leave or waiting orders from \$1600 to \$2300.

The pay of assistant surgeons ranged from \$800 to \$1500 a year, regulated by their proficiency and the duty they were performing.

The paymaster's pay was increased each five years up to the twentieth, when the final increase was given. It ranged from \$1400 a year for the first five years on leave or waiting orders to \$3100 a year after twenty years while on duty at sea. The pay of chief engineers on duty ranged from \$1800 a year for the first five years to \$2600 a year after fifteen years' service. The pay of assistant engineers ranged from \$600 a year for third assistants on leave and waiting orders to \$1250 for first assistants on duty.

The pay of the gunners was increased each three years until they had served twelve years. For the first three years after date of warrant, while on duty at sea, the gunners received \$1000 a year, and after twelve years' service their pay was \$1450. On other duty, the pay of the gunners ranged from \$800 to \$1200. Boatswains and carpenters received the same pay as the gunners. Midshipmen received \$550 when at sea, \$500 when on other duty, and \$4-50 when on leave of absence or waiting orders. Passed midshipmen, or midshipmen who had qualified to receive a commission without further sea duty received \$1000 a year when on duty at sea, \$800 when on other duty, and \$650 when on leave or waiting orders.

Naval chaplains received the same pay as lieutenants. The pay-scale tapered down through the various grades of seamen, until the "boys," which included all the youngsters engaged in the positions of "powder-monkeys," "water-boys," and various other duties, received ten dollars a month and their rations.

Early in the war, the Navy Department was confronted by a serious problem that manifested itself in the numbers of "contrabands," or runaway slaves that made their way into the navy-yards and aboard the Federal ships, seeking protection. These contrabands could not be driven away, and there was no provision existing by which they could be put to work and made useful either on board the ships or in the navy-yards.

The situation was finally brought to the attention of the Secretary of the Navy, and he was asked to find some remedy.

Under date of the 25th of September, 1861, he issued an order that from that date the contrabands might be given employment on the Federal vessels or in the navy-yards at any necessary work that they were competent to do. They were advanced to the ratings of seamen, firemen, and coal-heavers, and received corresponding pay.

The principal yards where the construction work of the Federal navy was carried on were those at New York, Philadelphia, Portsmouth, and Boston.

Early in the war, the Naval Academy was removed to Newport, Rhode Island, "for safe-keeping," but in 1865, when invasion was an impossibility and the dwindling forces of

the Confederate States of America. If spotted, the blockade runners would attempt to outmaneuver or simply outrun any Union ships on blockade patrol, very often successfully. These vessels would carry cargoes to and from neutral ports often located in Nassau and Cuba, where neutral merchant ships in turn carried these cargoes, usually coming from or destined to England or other points abroad. Inbound ships usually brought badly needed supplies and mail to the Confederacy while outbound ships often exported cotton, tobacco and other goods for trade and revenue while also carrying important mail and correspondence to suppliers and other interested parties in Europe, most often in England. Most of the guns and other ordnance of the Confederacy were imported from England via blockade runners. Some blockade runners made many successful runs while many others were either captured or destroyed. There were an estimated 2,500-2,800 attempts to run the blockade with at least an 80% success rate. However, by the end of the Civil War the Union Navy had captured more than 1,100 blockade runners and had destroyed or run aground another 355 vessels.

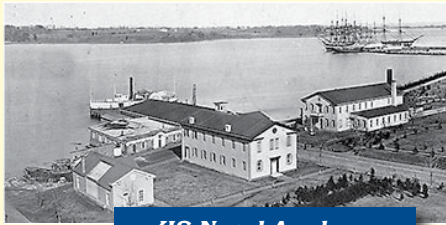
The ships employed in blockade-running were almost all privately owned, many of them built by the British or French who sought to maintain trade with the southern states. The Confederate government only had about eleven ships of its own that were employed in the blockade-running effort. Among the most famous blockade runners was the CSS Robert E. Lee a Scottish built iron-hulled, steamer which was eventually captured by Union forces in 1863 and the privately owned SS Syren which made a record 33 successful runs through the Union blockade. The blockade runners had a specific function in the handling of cargoes headed for the Confederacy. Purchases of supplies made in England were first shipped to Nassau in the bottoms of British vessels where the cargoes would be transferred to blockade runners, ships of lighter draft and greater speed. From Nassau they would make their way to ports in Wilmington, Charleston and Savannah. Lewis Heylinger of New Orleans was the agent and representative in Nassau for the Confederacy throughout the war. His job was to coordinate the transferring of cargoes arriving from England to the blockade runners and then arrange for shipping to the Confederacy.

The first outbound blockade runner to elude the blockade made its way to Nassau, landing there on December 5, 1861. Blockade runners would typically export cotton to Nassau where it would be stored, then transferred to a neutral ship and sent to England, usually Liverpool. By the end of the war, 397 ships sailed from the Confederacy to Nassau, and 588 went from Nassau to the Confederacy.

Because of the great bulk and weight involved with shipping cannons, arms and gunpowder, owners of the small blockading vessels instead preferred to ship luxury and other smaller items of less weight into Confederate ports. This began to compromise the purpose of the blockade runners original mission, i.e. supplying the Confederate Army. Subsequently, the Confederacy enacted regulations in February, 1864, limiting the importation of luxury items, which however, were often evaded.

Oftentimes vessels departing from various ports in Bermuda ran to Wilmington and Charleston from where most of the supplies were then shipped by rail to Augusta, the main depot for the Western armies, or to Richmond, the main eastern depot. Imports shipped to Galveston were also sent

the South were mostly confined to the armies of Johnston and Lee, south of the James, the academy once more returned to its old home.



**US Naval Academy
Annapolis, Maryland**

There were many young men of the classes of 1861 and 1862 who found themselves shouldering high above the rank generally accredited to officers of their years.



**US Naval Academy
Newport, Rhode Island**

For deeds of prowess and valor they had been advanced many numbers in the line of promotion. The classes of 1865 and 1866 were very large, and for a long time after the reduction of the naval establishment, promotion in the service became exceedingly slow.

by rail to Houston. By 1863 Union attacks along the Confederate coast made running the blockade more difficult, forcing blockade runners to use other ports besides those at Wilmington, Charleston and Savannah. After the capture of New Orleans in 1862 the ports in Mobile and Galveston were the next choice, used in conjunction with Havana as a transfer point.

Unlike Charleston and Savannah, Wilmington was the central depot for blockade runners throughout most of the Civil War. The Union made several attempts to stop the ships coming and going; but it proved to be a futile effort, as the blockade runners were built for speed. This was made plainly evident on December 23, 1864, when the largest Union fleet ever to assemble in the Atlantic attacked Fort Fisher, a massive fortification protecting the Cape Fear River entrance and Wilmington. While the fleet of 125 Men-of-war and transports were blockading the harbor, an incoming blockade runner passed through the fleet and took refuge upriver. The last blockade runner to make its way into Wilmington's port was the SS Wild Rover, on January 5, 1865. The fort was attacked a second time on January 13, and after a two-day siege it was captured on January 15 by the Union Army and Navy.



Bermuda



Dawn



Banshee



Rob Roy



Harriet Lane



Ellie and Annie



Salvor



Hope



Flamingo



Lizzie



Genesse



Stag



Peterhoff

Blockade Runners



Battlefield Markers & Monuments

Antietam's New Jersey Monument

Posted on October 26, 2017 by Kevin Pawlak

Of the cluster of monuments dotting the southwest corner of Antietam's bloody Cornfield, one seems to stand out among the rest. Its height is certainly not unique, nor is the fact that a bronze soldier adorns it (one can find many life-size soldiers atop Civil War monuments). The inscriptions running along its base are commonplace, similar to those found on other monuments. No, instead, it is the man on top of the monument that draws my eye upward towards him, reminding me that battlefield monuments symbolize the sacrifice of so many men on fields far from their homes. And this soldier has a story. The soldier standing atop the granite shaft of Antietam's New Jersey Monument is not, like other stone soldiers across the battlefield, an unnamed, carbon copy of a soldier. It is a real man, who died very near that spot of ground.



Captain Hugh Irish of the 13th New Jersey led a successful life before the Civil War. He held numerous government positions, helped operate a New Jersey newspaper, and married his childhood love, with whom, by the start of the war, he had multiple children. Irish closed up his grocery business to go off to war, against the urging of his worried wife, Betty. "What will I do if you will never come back?" she asked. "It would be better for the boys to be without a father than be without a government under which to live," came Hugh's response.



Utilizing his now empty grocery store as a recruiting site, Irish raised troops for the 13th New Jersey Infantry and became the Captain of Company K. The New Jerseyans' first fight came on that bloody Wednesday, September 17, 1862. During intense fighting along the Hagerstown Pike, Irish attempted to rally his green soldiers, conspicuously vaulting to the top of the pike's fence rails, waving his sword above his head. His bravery did not keep Confederate lead away from him, and at least one ball knocked him from his perch on the fence. A friend rushed to the fallen Captain's side. "Heber I am killed," Irish muttered before passing. His wife's worry came true, but so did Hugh's

words to her. He died to preserve that government, which he believed to be so crucial to mankind so that his children might have a better life.

Hugh's bravery did not go unnoticed, nor was it forgotten in the postwar years. On the 41st anniversary of the Battle of Antietam, a large crowd gathered at the base of the 40 foot tall New Jersey Monument. Gray whiskered veterans escorted the dedicating party, including New Jersey's governor and President Theodore Roosevelt, to the speaker's platform. The usual pageantries of such a ceremony commenced before President Roosevelt stepped up to accept the monument for the American people.

"It was because you, the men who wear the button of the Grand Army, triumphed in those dark years, that every American now holds his head high, proud in the knowledge that he belongs to a nation whose glorious past and great present will be succeeded by an even mightier future," the President stated emphatically to the scores of veterans in the crowd.

When the American flag draped over the sword waving bronze figure of Hugh Irish descended to the ground to reveal the representation of New Jersey's only killed officer at Antietam, Roosevelt's words could not have rung truer for why Irish signed up to fight, and why he implored his men to go forward heedless of the enemy in their front. The 30 year old Irish sought to create a better nation for his children. President Roosevelt might as well have been looking up towards the bronze veteran above him than the living ones beneath him when he discussed the "mightier future" those men fought to preserve and create. Hugh Irish could rest well knowing that his sons would never have to live without a government thanks to his sacrifice.

Return to Iwo Jima

Update & Results of the Print Raffle

by Harry Jenkins

At the Old Baldy Civil War Round Table 40th Anniversary Luncheon, celebrated on January 21, 2017, a raffle was held to select the winner of a print of the pen and ink rendering of the iconic flag-raising on Mt. Suribachi on February 23, 1945, during the battle for Iwo Jima. The framed, limited-edition (1/25) print includes the signatures of some of the last-surviving veterans of the battle, many of whom were in attendance at the 70th and final reunion of the battle in 2015. In addition to the print, the winner also received a vial of black volcanic sand collected from the



Continued on page 10

Marine Corps invasion beach area.

The winning ticket for the raffle was held by Mr. Robert Weber. See his letter below addressed to all the members of Old Baldy CWRT. Rob is suitably appreciative of being the winner of the print, as he is well-versed in history as a Civil War reenactor and a history teacher. Congratulations to Rob!

Our thanks again to long-time Old Baldy members Steve Wright and Bill Holdsworth who attended the Battle Reunion, procured the framed print and vial of beach sand, donated them to the Round Table as a fund-raiser.

This article has been long-delayed from publication in our Newsletter owing to "technical difficulties" --- being my failure to properly file Mr. Weber's letter. Upon a recent clearing of the piles of paper on my desk top, I found the letter. My apologies to Rob and to all of you for the delay of this worthy communication.

2 De Clark Place
Nanuet, NY 10954
February 25, 2017

To the Men and Women of the Old Baldy Civil War Roundtable:

Greetings! My name is Rob Weber. Your organization recently held a raffle for a print of the flag-raising on Mount Suribachi that was signed by veterans of the Battle of Iwo Jima and a vial of sand from the invasion beach. As the winner of the raffle, I am writing to you all to inform you that I have received both items from Harry Jenkins, one of your members. I am both humbled and honored to receive these historical items and will treasure them for the rest of my days. You can all rest assured that just like the freedoms that these men fought for during that great and terrible battle, both the print and the vial of sand will be cared for and preserved for future generations to enjoy and revere.

Sincerely,

Robert W. Weber

Coming Events

Saturday, February 17; 11am

OV Catto Memorial at the SW corner of City Hall in Philadelphia which will be honoring the Great Black Equal Rights and Military Leader. PA National Guard Award Luncheon and Ceremony at 12:30pm in the Union League for the Major Catto Medal Award Ceremony. Information: Dr. Andy Waskie at 215-204-5422 or awaskie@temple.edu. You must purchase tickets for the luncheon in advance, no tickets can be purchased at the door.

Temple University Annual Underground Railroad & Black History Conference

Africology and African American Studies Department and Civil War & Emancipation Studies (CWEST)

PRESENT

The Fifteenth Annual Underground Railroad & Black History Conference

Wednesday February 14, 2018 3 pm to 5:30 pm

Celebrating the 29th year of the Department's Doctoral Program
Walk Auditorium, Ritter Hall, Main Campus
Registration begins at 2 pm

Theme: "Pennsylvania's Role in the Struggle for Emancipation & Equal Rights"

Speakers: Jim Remsen, Craig Caba, Cooper Wingert & Nilgun Anadolu-Okur

Welcome Remarks: Professor Molefi Kete Asante
Chairperson, Africology Department

Organization Committee: Dr. Anthony Waskie - Dr. Nilgun A. Okur
The conference is free and Open to the public
Please RSVP to awaskie@temple.edu

**The Civil War Institute At Manor College
The Campaign & Battle Of Gettysburg
January 22 To February 12** (4 Sessions - Monday, 6:30-8:30)

**Lee's Retreat From Gettysburg
February 26** (1 Session - Monday 6:30 - 8:30)

Instructor: Herb Kaufman

To register: Office of Continuing Education, 215-884-2218 OR
Register on line www.manor.edu Continuing Ed.

This is a revised course designed to allow you to experience the battle in the classroom and then take your new knowledge and use it when you next explore the battlefield.

Learn about the political, strategic and tactical aspects of the campaign and battle; appreciate the Southern viewpoint of the campaign; and understand the many controversies surrounding these three momentous days.

The course will focus on the correspondence, communication, orders and memoirs of the citizens, soldiers and politicians of the era including the biographies and actions of the officers on both sides, controversies of the battle, critical decisions and lesser known actions that affected the outcome of the battle, and cavalry actions and controversies.

**Hercules: Culinary Artist- Free at Last
Saturday, February 17 at 1 PM - 4 PM**

· Hosted by

FRIENDS OF THE INDIAN KING TAVERN MUSEUM

Indian King Tavern

233 E Kings Hwy, Haddonfield, New Jersey 08033

Details

Hercules was chef to George Washington at Mount Vernon, as well as in New York and in Philadelphia. His reputation for culinary excellence was known throughout the colonies. His inestimable talents led him to be a favorite of the Washington's and as such he enjoyed privileges withheld from other slaves. He kept the profits from the sale of left-over food, was able to walk around freely with his gold-handled cane, and would dress extravagantly for his station. Hercules fulfilled his duties with grace and efficiency until, one day, he disappeared from the Washington's service, never to be heard from again. Where once he was master of the kitchen, he now was master of his own destiny! Come learn about Hercules and his Culinary Experience of the Revolution. open house from 1-4pm. presentation at 2pm. Hercules will be portrayed by Keith Henley of the American Historic Theater.

Monday, March 19; 7pm

The Andersonville Trail: Hanging Captain Wirz presented by Joseph Wilson (Old Baldy CWRT member) at the Civic Hall at The Center at Camden County College, Blackwood, NJ. Information: joef21@aol.com or 856-627-5401. Free! Come out and support Joe and his very interesting presentation.

Saturday, May 5; 8:30am

General Meade Society Spring Trip: "Abolitionism and the Underground Railroad in Philadelphia" Sites to be visited: St. George's, Mother Bethel AME, Belmont Mansion, Johnson House. \$65/person. RSVP by May 1 to Jerry McCormick at 215-848-7753 or gedwinmc@msn.com. Check payable to General Meade Society, J. McCormick, Treasurer, 3692 Stanton Street, Philadelphia, PA 19129. www.generalmeadesociety.org

More Coming Events on Page 14

2018 Dues...
 Can be brought to the meeting or sent to
Frank Barletta
 44 Morning Glory Drive
 Marlton, NJ 08053

**Generate funding
 for our Round Table
 "Amazon Smile"**

Would you like your everyday Amazon purchases benefit Old Baldy CWRT? Amazon has a giving program that donates 0.5% of your purchases to a non-profit of your choice. All you need to do is log into your account via <https://smile.amazon.com/> and make purchases as you regularly do. It is that easy. Remember to add the new link in your favorites and overwrite your amazon.com as you need to enter via the smile portal. You are in smile when the upper left-hand logo indicates amazonsmile.

To direct your giving to Old Baldy:

1. Sign in to **smile.amazon.com** on your desktop or mobile phone browser.
2. From your desktop, go to your **Account & Lists** from the navigation bar at the top of any page, halfway down the list select Your **AmazonSmile** tab then select the radio button **Change Charity**. ...
3. Type in **Old Baldy** and Select **Old Baldy Civil War Round Table Of Philadelphia** as your new charitable organization to support.

That's it! Now 0.5% of your Amazon purchases will be donated to Old Baldy.

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

BEFORE THE PROGRAM...
 Rich recognized three members
 for their many years of membership
 to our round table.

by Kathy Clark OBCWRT Member

They received a numbered pin to attach to their name badge. It is an honor to be able to recognize our members for the many years they have been with Old Baldy. Congratulations to All!



**Jim Heenehan
 25 Years**



**Ed Komczyk
 20 Years**



**Bill Sia
 20 Years**

January 11th Meeting

by Kathy Clark, OBCWRT Member

January's meeting was presented by Matthew H. Bruce who introduced our members to "The Confederate Cruisers: The Confederacy's Blue-Water Navy". Mr. Bruce discussed different types of ships that were part of the Southern Navy. Pre-war decisions by the Brown Water Navy were to keep the ports open for import/export and keep the rivers open for transportation and communication. The Blue Water Navy was established to protect the shipping traffic. It was the Brown Water Navy's plan to interrupt US commerce. Stephen Mallory, Secretary of the Confederate States Navy, had a limited budget but used what he could to develop

CSS Alabama

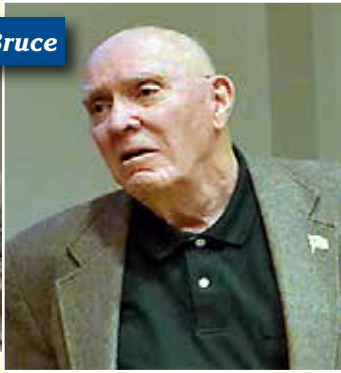


"The Confederate Cruisers: The Confederacy's Blue-Water Navy"

ironclad warships for National Defense and used cruisers to raid commerce. The establishment of a navy was needed along with personnel and ships to accomplish that goal. Recruiting was done by sending letters to any person in the US Navy to "come home" to the south. James Bulloch and Matthew Maury were two of the men who were in the US Navy who decided to go South to join the Confederate Navy. They had limited researches so decided to purchase many Confederate cruisers from England and other foreign countries. Matthew Maury was a US Navy commander until Virginia joined the Confederate States and Matthew Maury joined the South.

James Bulloch established a relationship with shipping firms to buy and sell Confederate cotton. He arranged for the construction and secret purchase of the CSS Alabama and CSS Florida from Liverpool. These ships preyed upon the US Merchant fleet. Bulloch continued to be involved in construction, acquiring warships and blockade runners for the South from England throughout the war. One of his in-

Matthew H. Bruce



structions to his ships were to frequent islands where American whaling fleets were occupied to damage and disperse the fleet for whaling was very profitable for the North.

There are several ship categories with the earliest being the "Sloop". The Navy Sloop-of-War was a small, single mast vessel which in some cases could be handled by one person. Examples include the USS Constellation (1861) located in Baltimore Harbor: a 12-gun sloop-of-war and the USS Hartford (1858) with a steamed powered driven propeller used by the Northern Navy. The CSS Sumter (1861) was purchased from Spain but was not well suited for the task but did prove to interrupt commerce. The disadvantage of this sloop was it used coal and had to be refueled often and was later



CSS Florida

sold. The CSS Florida (James Bulloch purchased from England) was fast, sailed as a merchant ship until outside of British waters.

The ship pretended to be neutral until Matthew Maury came aboard and occupied the ship, becoming a blockade runner for the Confederacy.

Then there was the story of the CSS Alabama (1862-1864) a 1050-ton screw steam sloop-of-war; built in Birkenhead, England; commanded by Rear Admiral Raphael Semmes. The ship cruised in North America and the West Indies, capturing over 2-dozen Union Merchant Ships, destroying over 66 and becoming the most productive of all the cruisers in the Southern Navy. The CSS Alabama went into Cherbourg, France for repairs. Three days later the USS Kearsarge arrived and patrolled outside the breakwaters of the English Channel. The USS Kearsarge fast, large and captained by John A. Winslow a steam powered stoop-in-war, was heavily armored with what is called "chain armor" along it's sides. The ship waited for the CSS

Sinking CSS Alabama



Alabama to leave port, continue to the break waters then the Battle in the English Channel began. The USS Kearsarge would sink the CSS Alabama and then went back to rescue as many of the crew as possible. As the rescue was taking place, Captain Semmes escaped in a British Observation Ship while the American ship continues to rescue the crew. Many European artists have painted different scenes of this battle. The most noted name is Manet who enjoyed the history of the American Civil War.

Other cruisers included the CSS Georgia, a screw steamer purchased by Matthew Maury in Scotland which was taken by the US Niagara and seized by the British in the Bahamas. The CSS Tallahassee and CSS Chickamauga assisted in the defense of Fort Fisher twice. Wilmington, North Carolina's port was destroyed along with the supply port for Southern Virginia and cut railroad supply lines. The CSS Stonewall used unusual sea-going armor but it was the CSS Shenandoah which was Bulloch's final purchase and the last unit to surrender.



CSS Chickamauga

The CSS Shenandoah was a cruiser who went from the Western Pacific to the passage of the Bering Sea to capture whalers. It was commanded by James Iredell Waddell (former Union Navy officer). This cruiser was also fueled by coal. There was no communication and while at sea they had not heard that the war had ended. In November, 1865 the ship was finally taken back to England becoming the last surrender of the Civil War.

CSS Shenandoah



All-in-all 257 American Flag ships were taken by the South, another 140 were sunk by the cruisers (110,000 tons) each ship 2 to 4000 tons.

Some facts at the conclusion of Civil War Naval Warfare: Insurance rates were raised considerably as a result shipping companies started to register in other countries with over 800,000 tons sold to foreign nations to acquire the foreign flag. The Merchant Marines were never the same basically because they could never acquire enough ships to fight the war. Today it is not much different. The cost of war for the Union Navy chasing raiders was about 3.3 million which is probably a low number. The Union Navy did some experimenting during this time: one example the US Roanoke which was an armored turret warship known as the Ironclad. This was not highly successful as a harbor defense ship but was the beginning of armored warships. Through all the Naval defenses of the Civil War it was the US Navy which became an international power and continues to this day.

Thank You Mr. Bruce for giving us an introduction to Confederate warships, their recruiting practices, ship building, and warfare. In the end, it was the US Navy which became the important asset to the United States today. This presentation was a wonderful way to understand our Naval History and to gather information, along with the reading of our Symposium speaker's books, to help understand and expand our Civil War Naval history. This knowledge will be very helpful as we continue on the path to our Naval Symposium in October, 2018.



Save the Date... October 20, 2018



Blue
Water
Navy

Brown
Water
Navy



Civil War Navy Symposium

Symposium Speakers



Dr. William Fowler, Jr.

Under Two Flags: The American Navy in the Civil War... *Dr. William M. Fowler Jr., Northeastern University; Will provide the introduction into the status Navy prior to the Civil War and preparation for conducting Naval Operations. Giving an explanation to the formation of the Blockage Fleet of Southern ports and its overall effectiveness.*



Chuck Veit

A Dog Before a Soldier... *Chuck Veit, President Navy & Marine Living History Association, Presentation on African Americans in the Union Navy. The experience of black sailor in the navy was very different than the treatment their counterparts received in the Army.*



Dr. Timothy Smith

Grant Invades Tennessee; The 1862 Battles for Forts Henry and Donelson... *Dr. Timothy B Smith, Furnishing an introduction into the builders and construction of the early ironclads. Presentation on their first major engagement in the joint Naval and Army involvement in the Battle for Fort Henry and Donelson.*



Dr. Gary Joiner

Mr. Lincoln's Brown Water Navy: The Mississippi Squadron... *Dr. Gary D. Joiner, Louisiana State University Shreveport, A discussion of the significant Naval activities on the Western rivers with presentations on Vicksburg and the Red River Campaign.*

Lectures will be supplemented with performances of Maritime and Nautical Music of the Civil War by Charlie Zahm. Also present will be numerous members of the Navy & Marine Living History Association, including Admiral Farragut and Captain Percival Drayton'

Display space has been provided that local Historical Associations to introduce and advance their present to the attendees.



Presented by the Old Baldy Civil War Round Table of Philadelphia For information and updates: <http://www.oldbaldycwrt.org>

Symposium to be held on board the Battleship New Jersey in her berth at Camden (Delaware River), New Jersey





**ANNUAL
GRAND ARMY OF THE REPUBLIC
MUSEUM & LIBRARY**

PRESERVATION LUNCHEON

Saturday March 24th, 2018

- 11 a.m. open for book browsing and signings
- 12 noon cocktails
- 1 p.m. luncheon

Cannstatter Volksfest Verein Cost: \$35 per person,
9130 Academy Rd. \$65 per couple. Choice of
Philadelphia, PA 19114 Beef, Chicken or Salmon
215-332-0121

- 2 p.m Presentation by Speaker: *Lincoln's White House: The People's House in Wartime*, James Conroy, nationally known Lincoln Historian and author
- Presentation of the Grand Army Award for preservation efforts.
- Fundraiser raffle of prints; door prizes; books; entertainment; fun!

To reserve, contact: garmuslib@verizon.net or call 215-289-6484.
Deadline to reserve is March 16th, 2018.

Coming Events

Sunday, September 10 through May 13, 2018

Morris County Historical Society exhibit "The Cutting Edge: Medicine in Morris County, 1876-1976". Morris County Historical Society will feature the many contributions Morris County doctors, hospitals, pharmaceutical companies and veterinarians have made to the field of medicine at both the local and global levels.

Acorn Hall, 68 Morris Ave., Morristown, NJ.
Information: 973-267-3465 or www.morriscountyhistory.org

HERB KAIFMAN'S FEBRUARY, 2018 EVENTS

February 1 to March 1, 2018; 2pm-4:30pm

Camden County College, Rohrer Center in Cherry Hill, NJ. Herb will be teaching "The Civil War: Small Battles-Large Consequences". This course explores the lesser known but significant and dramatic conflicts of the Civil War. Many Civil War engagements, less studied and often forgotten, but had a direct impact on the outcome of the war.

Sunday, April 8; noon-5pm

The 19th Annual Meade Society Symposium! The program marks the 120th Anniversary of the Spanish American War 1898. Speakers include: Captain Howard Serlick on the Navy during the war; Colonel Ken McCreedy on Pennsylvania in the war; Major General Wesley Craig on the PA National Guard in the war. Famous American War Veterans at the West Laurel Hill Cemetery will be discussed. @40/person with lunch and refreshments. Contact: Jerry McCormick at 215-848-7753 or gedwinmc@msn.com and visit www.westlaurelhill.com/about/visit for additional information.

Schedule of Old Baldy CWRT Speakers and Activities for 2018

March 8 – Thursday
Robert Baumgartner
"Historiography of the South
from Douglas Southall Freeman to the Present "

April 12 – Thursday
Randy Draiss
"William H. Tipton: The Man Behind the Camera"

May 10 – Thursday
Harry Jenkins
"Bugle, Fife & Drum: Military Music of Camp & Field"

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

Treasurer: Frank Barletta

Secretary: Bill Hughes

Programs: Dave Gilson

Trustees: Paul Prentiss

Rosemary Viggiano

Dave Gilson

Annual Memberships

Students: \$12.50

Individuals: \$25.00

Families: \$35.00

Editor: Don Wiles - cwiles@comcast.net

A Civil War Presentation



The Andersonville Trial - Hanging Captain Wirz

The horrors of Andersonville Prison and the resulting trial of the commandant at the Confederate prison are closely examined by Joseph F. Wilson, whose ancestor survived the Civil War's deadliest prison.

One of the most sensational war crimes trials of the 19th century demanded vengeance for the needless deaths of 13,000 Union soldiers.

Was Captain Henry Wirz a sadistic prison keeper or a convenient scapegoat? Come hear the proceedings and decide for yourself.

Contact joef21@aol.com or 856-627-5401

THE ANDERSONVILLE TRIAL HANGING CAPTAIN WIRZ

Monday, March 19, 2018, 7:00 p.m. • FREE
CIVIC HALL • THE CENTER AT CAMDEN COUNTY COLLEGE • BLACKWOOD, N.J.