

Old Baldy Civil War Round Table of Philadelphia

June 14, 2018

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

“ ‘There is No Fail here.’ President Lincoln’s Leadership at Gettysburg”

Join us at **7:15 PM** on **Thursday, June 14th**, at **Camden County College** in the **Connector Building, Room 101**. This month’s topic is “*‘There is No Fail here.’ President Lincoln’s Leadership at Gettysburg*”

Why did President Lincoln, a concerned, caring, conflicted and careworn President come to Gettysburg for only 25 hours on November 18 and 19, 1863? The Governors of the 18 Union States which provided soldiers to the Union Army of the



John Fitzpatrick

Potomac who had fought and died there, not the Federal Government, organized and managed the cemetery dedication ceremony. The President was not invited as the keynote speaker – indeed, he was asked to make only “a few appropriate remarks”. Yet he accepted that “secondary” role in the midst of the American Civil War with no end in sight – Why? Gain a greater appreciation of the immortal Gettysburg Address in light of real back-story, the enormous personal, political and policy pressures impacting the President, and a fractured Country, how this leader overcame them, his purposes [gratitude, equality, Union] and how the President achieved those objectives in his short, masterful presentation. Each of those pressures are particularly described herein.

John Fitzpatrick is a Licensed Battlefield Guide Emeritus at Gettysburg having guided there for the past 14 years. John was a Senior Corporate Counsel in the Chevron Corporation Law Department for 32 years [including serving for 10 years as a facilitator in Chevron’s internal “Chevron Leadership and Management Forum”], retiring in 2006. Prior to entering Law School, John served on Active Duty as a United States Marine Corps Officer—Pilot, Tank Platoon Commander, including a Vietnam tour of duty where he flew 140 combat missions. Captain Fitzpatrick was Honorably Discharged from Active Duty in 1971. Contemporaneously with his civilian law and Arbitration career [admitted to practice in CA, PA and DC], he transferred to and served as an Active Reservist Pilot with the

PA Air National Guard, then Legislative Liaison and finally as a JAG expert in Arbitration and Mediation in the United States Air Force Reserve, OGC, in the Pentagon. Colonel Fitzpatrick transferred to the Retired Reserve in 1997. John, an Honors Graduate of Villanova University and the University of Georgia School of Law where he co-authored and published a Law Journal Note on the legal issues involved with the U.S. recognition of China, now divides his time amongst Guiding at Gettysburg, volunteer Veterans’ Activities and his national and international Commercial, Construction, Securities and Securities Employment Arbitration practice.

Notes from the President...

Summer is right around the corner and travel plans are being developed. If you are seeing interesting things, write a few words about your adventure like **Bob Russo** did this month. **Mike Cavanaugh** shares another World War I article with us. Much good material in our newsletters, share a copy with a friend. It is good to have **Don Wiles** back and healthy

Harry Jenkins did a superb job sharing his knowledge of Military Music with us last month. A shout out to **Bob McLaughlin** for his assistance with the presentation. Continuing his tradition of interesting presentations in June, **Dave Gilson** brings us **John Fitzpatrick** and “*The Real Back-Story to the Gettysburg Address.*” Last year was **Gene Barr** with “*A Civil War Captain and His Lady,*” and in 2016 was **Paul Quigley** and “*Mapping the Fourth of July.*”

The South Jersey History Fair was washed out, so the public debut of the enlarged map of Civil War sites in South Jersey that **Ellen Preston** researched and designed will be at our meeting this month. Our display banner will also be

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

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Face Book: **Old Baldy Civil War Round Table**

finished soon. The wreath laying at the Hancock tomb was a fine event on a very warm day. See more in the article in this newsletter. In the last month our Round Table has received several items that may be used for the Symposium or other future events. These include a Gettysburg Address wall hanging, naval prints and framed newspapers from the Civil War.

In June members of our Board will be visiting other Round Tables to promote our Naval Symposium.

On July 2nd at 10:30 AM **Bob Russo** will be presenting "Arlington National Cemetery: Garden of Stone" at the Jewish Community Center on Springdale Road in Cherry Hill. Stop by to help promote our Round Table and our upcoming Naval Symposium. Let your friends know Bob will be unveiling his "Independence Hall" presentation next month at our July meeting. As we move down our timeline and progress closer to October, check with **Frank Barletta** on how you may assist with our Civil War Naval Symposium

Happy Father's Day to all our Fathers. Travel safe during the upcoming Independence Day period.

Come join us around 5:30 before our meeting on the 10th at the Lamp Post Diner for dinner.

Rich Jankowski, President

Today in Civil War History

1861 Friday, June 14

Eastern Theater

In Virginia, McClellan's and Patterson's commands are advancing east and south respectively toward Harper's Ferry, which is abandoned by the Confederates in the face of this threat.

1862 Saturday, June 14

Eastern Theater

J.E.B. Stuart's cavalry force of some 1500 men attacks a number of lightly guarded Federal supply depots and shoots up a train at Turnstall's Station. By midnight his force is crossing the Chickahominy by means of an improvised footbridge, the horses being swum across.

1863 Sunday, June 14

Eastern Theater

Lee and Longstreet cross the Potomac near Sharpsburg. In the Shenandoah Valley, meanwhile, Ewell surrounds Winchester during the night.

Western Theater

General Banks makes a second assault on the defenses of Port Hudson. His besieging army is suffering steady attrition, from sickness rather than enemy action, and Taylor's Confederate forces now threaten his communications

on the west bank of the Mississippi. The Federals attack at dawn, preceded by an hour-long intensive cannonade. Brigadier-General Thomas Sherman's division is led by his second-in-command, Brigadier-General William Dwight, as Sherman is still incapacitated by his wound received during the assault on May 27. Dwight's men are misdirected by their guides and fail to make any progress. Brigadier-General Paine's division breaks into the rebel trenches, but Paine falls at the head of his troops, severely wounded. Intense Confederate musketry repels the attack. Banks' XIX Corps has now suffered 4000 casualties in its two assaults. The siege must continue.

1864 Tuesday, June 14

Eastern Theater

The Union II Corps crosses the James River in boats. Smith's XVIII Corps reaches the Bermuda Hundred by water. Union and Confederate cavalry clash at Harrison's Landing. Lee still believes that Grant's next attack will be north of the James.

Western Theater

Skirmishing and desultory firing continues along the Confederate entrenchments in the mountains near Marietta, Georgia. General Johnston confers with Hardee and Polk on Pine Mountain, concluding that the position should be abandoned during the night. But they are observed by a Union Parrott battery which opens fire at about 4000 yards. The third round passes straight through General Polk's chest, killing him instantly. No great commander, the bishop of the Episcopal Church nevertheless exerted a great influence on his men and his loss is a bitter blow to the Army of the Tennessee.

Naval Operations

USS Kearsage arrives off Cherbourg, France, where the notorious Confederate raider Alabama has been reported.



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.

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...

Submarines in the Civil War

by Chuck Veit, A speaker for the Symposium.

Contrary to the opinions of the popular press, the story of undersea warfare in the Civil War is not limited to nor initiated by the C.S.S. Hunley. That boat's only unique claim to fame is that it was the first submarine to engage and sink an enemy vessel. Other submarines had sortied on combat patrols almost two years previous and another Confederate boat may also have sunk a Union warship in Mobile Bay. All told, there is evidence for over a score of Northern and Southern submarines in the course of the war. Many of these boats had features not seen again until the 20th century, including airlocks, electric motors, air purification systems, and periscopes.

Information for this short overview came from Mark Ragan's 1999 book, "Union and Confederate Submarine Warfare in the Civil War" and a variety of online sources. In that work, Ragan cites the paucity of official records as the single greatest challenge to submarine research for this period. On the Southern side, many submarines operated under the aegis of the Secret Service rather than the Navy. Submarine warfare was considered almost illegal, the term "infernal machine" being used liberally in Northern reports. Because of this, records relating to submarines and underwater mines were intentionally destroyed toward the end of the war to keep the identities of those involved secret. Others might be pardoned upon taking the Oath of Allegiance, but anyone connected with building submarines couldn't be certain. The North, while publicly denouncing undersea warfare, engaged in its own building program and so had good reason to keep most references to such craft out of the Official Records. The few that survive repeatedly insist upon secrecy. From the beginning, submarines played a different role on the two sides. Because the Confederacy was confronted by a large enemy fleet intent upon blockade, their vessels were intended for offensive work against ships. Being faced by obstructed harbors, the Northern Navy perceived of submarines as a means to clear underwater obstacles rather than as attack craft. Throughout the nation, the feasibility of designing, building, and successfully employing submarines was not doubted. The public perception of undersea warfare in 1860 is perhaps analogous to our own modern acceptance of "starships" (à la Star Trek), which, although beyond our current technological means, are largely accepted as something in the not-too-distant future. And, just as NASA's shuttles have made the once-extraordinary seem ordinary, seemingly fantastic underwater vessels had been demonstrated in everyday use prior to the Civil War.

In the early 1850s, Lodner Phillips designed and employed a submarine for salvage work on the Great Lakes. They continued successfully in this business for fully five years, 1851-55. Interestingly, their boat used an underwater cannon to blast obstructions. Seeing the military value of their vessel, Phillips and Peck offered it to the Navy, which responded by

informing the inventors that "the ships of the Navy go upon the water, not under it." Brutus De Villeroi had demonstrated an even earlier boat in Nantes, France in 1832.[1] The perception of submarine warfare as a possibility is nowhere better evidenced than in a letter published on June 10, 1861 in the Columbia (Tennessee) Herald by Reverend Franklin Smith. A respected chemist and inventor, Smith owned "one of the finest laboratories in the South." Calling upon Southerners citizens to assist in the building of submarines to defend their shores, the Smith letter was reprinted in newspapers across the Confederacy. Although it cannot be known how many citizens responded to the Reverend's call, Smith himself did build at least one "submarine propeller." Operational by the fall of 1861, it was sabotaged and sunk while at dock, perhaps by a Union sympathizer.

Interest in submarines among the people of the North was similarly kindled as early as May 1861. On the 16th of that month, Philadelphia harbor police stopped and boarded a strange contraption they had spotted moving down the river. The thirty-foot vessel, "sharkish in appearance," had a crew of four - which included its designer, Brutus de Villeroi. Although the Frenchman claimed to have been heading to the Navy Yard for tests, officers there disavowed any knowledge of him; his voyage may have been only a publicity stunt - which worked very well. In the days following, de Villeroi gave an astonishing interview to reporters: his vessel (he claimed) could remain submerged for several hours, utilized an airlock that permitted a diver to exit and enter the boat while submerged, and employed an air purifying device that supplied air to the crew while underwater. Possibly under public pressure, Captain Samuel Du Pont, Commandant of the Philadelphia Navy Yard, ordered a thorough examination of the de Villeroi submarine. The resulting report of 7 July 1861 indicated that "the services of the distinguished French engineer would be very valuable to the government and that the possession of his invention would be of the greatest importance."

The summer of 1861 also witnessed the development of another new submarine, this one in the James River off Richmond, Virginia. Designed by underwater explosives engineer William Cheeney, this unnamed boat may possibly lay claim to the first underwater combat mission of the war. Given the fact that the well-known Hunley required a crew of eight men to move at its sluggish pace, it is interesting to note that Southern naval engineers designed this boat to be powered by only two men. No schematics or drawings of this boat survive - only a receipt from the Tredegar Iron Works for construction of a 46" propeller. Did Cheeney's boat employ a series of gears that allowed the crew of two to effectively turn this large prop? [2] As remarkable as this seems, a demonstration of the vessel was witnessed off Richmond by a Union spy, Mrs. E. H. Baker, proving that it did work. Towards the end of September 1861 Mrs. Baker attended the trials of the Cheeney submarine. A sea green

flotation collar that supported an air hose from the boat marked its progress under the James River; while extending the duration of a cruise indefinitely, the float system would prove to be the boat's weak spot. The Union spy reported that as the float approached a target barge in the river, it was seen to stop. At this time, the third member of the crew, a diver, would have exited the boat and placed a charge on the hull of the barge; air was supplied the diver by a hose from the submarine. Once back inside, the vessel backed away from the target (as evidenced by the movement of the float). A few minutes later, a large explosion sent the barge to the bottom. The crowd cheered and Mrs. Baker quickly sent a report of the demonstration to Washington. In her report she described the submarine attack she had watched and also mentioned a visit on the following day to the Tredegar Works to see a second boat under construction. This accurate eyewitness account spurred the Navy in Hampton Roads to devise and rig the first anti-submarine nets around their ships. These were simply an arrangement of spars encircling each vessel, from which either heavy nets or chains were suspended to a depth of fourteen feet. It was hoped that an approaching vessel intent upon attaching a torpedo either via diver or spar would be entangled and caught. Given that concerns about the Virginia (Merrimack) were mounting, simultaneous fears over "infernal machines" prowling the waters of the James must have given many a Union sailor cause for concern.

The reporter verified Mrs. Baker's information that the submarine employed a hose and float to supply air and claimed that the crew was only two (not three) men. Three weeks later the Rebel sub made another attempt, which came to grief for the crew when sharp-eyed sailors on picket patrol spotted the "camouflaged" float and cut the hose supplying air to the Confederate crew. No further mention of this first boat appears in Confederate records, and the employment (and fate) of its sister ship is likewise unknown (although Cheeney was still charging work done by Tredegar to "the submarine boat" as late as mid-December).

1861 also saw an unnamed Confederate submarine of twenty-foot length sighted in New Orleans. Whether operational or still being tested is not known. Boats are also evidenced in Mobile and Savannah at this time, that in the latter city being lost in trials in January of 1862. Two months later (in March), Baxter and McClintock - with their partner Horace Hunley - launched their first submarine, Pioneer, in New Orleans. This vessel was significant in that it was the first submarine to be granted a letter of marque from the Confederate government. The team moved to Mobile later in 1862 (after Farragut took New Orleans) and began work on another submarine, Pioneer II. Recognizing the limitations of a human-powered boat, the team experimented with both electric and steam engines.

Submarines

USS Intelligent Whale



CSS Pioneer



CSS David



CSS Squib



CSS Hunley



USS Alligator



In early October of 1861 this remarkable submarine was transported to Sewall's Point for an attack upon the Union fleet. Its intended target was the U.S.S. Minnesota. Fortunately for the Yankees, the vessel ran afoul of the anti-submarine net and barely escaped; the boat was beached and later transported back to Richmond. On October 12, a reporter for the New York Herald submitted an incredible interview with a "gentleman" who had on the day previous crossed into the Union lines under flag of truce. In his article, he described the vessel and the attack: On arriving at the place desired, a grapple catches the cable of a vessel, and the machine is veered away until it is supposed to be near one of the magazines, the water ballast is pumped out, and the machine floats up under the ship's bottom. By means of an India-rubber sucking-plate this machine is attached to the bottom of the ship, while a man-hole plat is opened and the torpedo screwed into the vessel. It is fired by means of a time fuse.

Electric motors of sufficient size were available for \$5,000 in New York City, but attempts to purchase one and smuggle it into the Confederacy failed; the motors developed locally proved to be understrength and the idea was discarded. Similarly, as no means of venting the exhaust from the boiler fires of a steam engine could be devised, this means of propulsion was also scrapped.

Further north, there is evidence that William Cheeney had completed another submarine at Tredegar, this time using a trailing charge to be detonated electrically rather than a diver. There is, however, no further mention of this vessel. On the other side of the front line, Brutus de Villeroi's expertise had finally resulted in a new "submarine propeller" 47 feet in length with a crew of 26. One of the many delays in the construction of this boat was the inventor's insistence upon the use of certain very expensive chemical which he claimed were needed for the air filtration system. The exact

means by which de Villeroi "scrubbed" the air of carbon dioxide is unknown, but possibly his system used a series of motorized pulleys that drew long sheets of woolen cloth through a bath of lime-impregnated water. This would serve to remove a quantity of CO₂ from the atmosphere of the boat while returning a small amount of oxygen at the same time. The cost of the chemicals was \$15,000 (which, in modern dollars, translates to \$225,000-\$300,000). Little wonder that the Navy balked at the expenditure.

Unlike other period submarines, the boat designed by de Villeroi was not powered by a central screw propeller; it used a row of oars down either side. The paddles of the oars were made to fold in on the return swing so as to reduce drag and two crewmen manned each oar. An officer and a diver completed the compliment of the ship. As Mark Ragan suggests, the interior of the boat must have resembled that of a Viking longboat as the sailors hauled away at the oars.

True to the Northern philosophy of using submarine craft to clear obstacles, the as yet-unchristened "screw propeller" headed up the James River in June of 1862. Unfortunately, this first-ever combat sortie of a U.S.N. submarine had to be called off when the Army retreated from the Peninsula – leaving shoal water where the sub would have been visible behind enemy lines. Returning to Fortress Monroe, the boat was redesigned with a central screw and christened the U.S.S. Alligator. The vessel was also taken out of the hands of de Villeroi and given to a Navy crew. Its first commander was a veteran of the U.S.S. Cumberland and had served as skipper of the Monitor immediately following its famous battle – Thomas O. Selfridge. For two weeks, Selfridge and his crew struggled to get the Alligator back in action, unsuccessfully. Frustrated and disgusted with submarine warfare, Selfridge was relieved and given command of U.S.S. Cairo – which struck an underwater mine on 12 December 1862 and went to the bottom of the Mississippi.

The autumn of 1862 witnessed an incredible experiment in the Potomac River off Washington City. There, inventor Pascal Plant demonstrated his rocket-propelled underwater torpedo to Navy officials. True to his claims, Plant successfully sank a ship – unfortunately, it was the schooner Diana, which lay tied up next to the target vessel! A second torpedo "porpoised" out of the water and flew through the air for 100 yards. Missing the potential of both attacks, the navy Department declined to pursue Plant's ideas.

1863 saw both sides set up official commissions to deal with underwater warfare. In the North, the Permanent Commission was created by the Navy to evaluate all new inventions (including submarines), while the Singer Submarine Corps was founded in the South. The Singer Corps was already responsible for the bulk of torpedoes used by the Confederate Navy. In April, the Triton Company was also founded in Richmond, and immediately began construction of a submarine with an external diver compartment. While this was not an innovation (the airlock already having proven successful in both the Cheney subs and the Alligator), the Triton system used two air hoses for the diver: one supplying air to him and a second carrying exhaled breath back to the submarine, thereby eliminating the tell-tale trail of bubbles that could warn ships on the surface. This boat may have been transported to Charleston and seen service.

In this same year, the Baxter, McClintock, and Hunley team launched their second boat, the Pioneer II, in Mobile. "Three or four other" subs were claimed to be operational in the bay at this time as well. In April, the Alligator, like the Monitor before her, was lost off Cape Hatteras while under tow to Charleston. In July, the U.S.N. received schematics for a 55' submarine from a "Professor Horstford" of Cambridge, Massachusetts. While it is doubtful this boat was ever built, what is interesting is that it is believed to have been based almost entirely on the design of the Alligator: the same diver compartment, air scrubbing system, and crew complement, but with the addition of a periscope and blowers to move the purified air to the back of the boat (furthest from the scrubber). The scrubber may have been powered by an electric motor, as the schematic shows a box plainly marked "motor." The Horstford sub also carried large tanks of compressed air to refresh the atmosphere and extend dive time. At this same time (July), Confederate records claim that a Colonel E.H. Angamar made an attack on the Union fleet off Mobile with rocket-propelled torpedoes launched from a similarly-powered boat. The first mention of this craft appeared in November of 1862, but whether the supposed attack ever took place or not is unknown (the U.S. Navy has no record of it). July also saw the launch of the C.S.S. Hunley in Mobile.

That submarines were accepted as commonplace is evidenced by a brief reference in the Official Records to a request made by Admiral Dahlgren for "3-4 submarines" to clear obstructions in Charleston harbor. His off-handed petition suggests that he recognized their use, assumed they were available, and expected them to be delivered. While the Union records make no mention of the delivery or use of any such vessels, a subsequent Confederate report indicates spotting a Union submarine being towed over the bar into the harbor and slipping under the surface – and out of the historical record.

The closing months of 1864 and the first half of 1865 were active ones for submariners North and South. Records of the Tredegar Works indicate a hand in a submarine built at Wilmington. Another submarine of 69 foot length along with "3-4 others" were supposedly active in Mobile Bay; these may all have been private ventures. February saw the attack of the Hunley on the U.S.S. Housatonic, resulting in the first recorded sinking of a warship by a submarine vessel. In the summer, Lodner Philips offered his salvage craft to the Navy once again (after having been rebuffed in the 1850s). Whether the boat ever went into action is unknown; the design was significant in that it used a system of buoyancy tanks to dive and ascend. Air was pumped into the cabin and water allowed into the tanks to descend and the process reverse to rise. This would not be seen again until the world wars. Simultaneously, Halligan designed a Confederate boat in Selma, Alabama that was also ahead of its time. The Saint Patrick had two means of propulsion: a steam engine for surface running to its operational area, and then traditional manpower once engaged. This foreshadowed later diesel / electric motors combinations. One of the more fantastic but proven-effective designs was that of Julius Kroehl's Explorer, offered to the U.S. Navy in June. Kroehl's Explorer carried a great amount of compressed air that allowed the crew to so pressurize the interior of the sub that the boat could run with its bottom open to the ocean! As chief engineer of the Pacific Pearl Company, Kroehl's innovation made perfect sense. Rejected by the Navy, Explorer was towed to

Panama, where it functioned well for years; the company divers working the pearl beds from Explorer suffered fewer injuries and harvested more pearls than those of any other company.

On August 5, 1864 occurred one of the more mysterious submarine attacks of the entire Civil War. As is well known to students of the battle of Mobile Bay, the Union ship Tecumseh supposedly veered out of line and into a known minefield – and paid the price for the impetuosity of her captain, going down so quickly that only a handful of its crew survived. Oddly, no other mine in the bay worked that day. Farragut's brave admonition to "Damn the torpedoes! Full speed ahead!" was unnecessary, since the detonations of the percussion caps as the Hartford struck mines could not ignite the waterlogged black powder in those devices. Did the Tecumseh unhappily find the one mine that did work? Shortly after the Tecumseh went down, three Confederate sailors were pulled from the Bay. One of them, Captain Albert Pierce, claimed to have attached a mine to an unidentified Yankee ship. Immediately after doing so, the boiler on the submarine he commanded, the C.S.S. Captain Pierce, exploded, killing a number of his crew and injuring his legs. Since Pierce believed the vessel that plucked him out of the water to be the one he had targeted, he assumed that his mine had not worked. But had he instead struck at the Tecumseh? A sunken vessel reportedly lies buried in the sand near the Tecumseh – is it the Captain Pierce?

As the war entered its fourth year, Halligan's Saint Patrick joined the battle, making an unsuccessful attack against the U.S.S. Octorora in Mobile Bay. The Saint Patrick ended the war running supplies under the blockading squadron to the outlying forts ringing the Bay. In the final act of the Civil War, Union naval forces were sent up the Red River to Shreveport to demand the surrender of the C.S.S. Missouri and a small CSN squadron stationed there. The Confederate squadron included four boats of the Singer Submarine Corps, of which the Union ships had been warned. By the time the Yankee sailors arrived, however, the submarines had all been scuttled.

All told, there is evidence for more than twenty operational submarines during the course of the Civil War. Many of these were private ventures both North and South and most never made it into action. This does not detract from the bravery of their inventors and crews, a large percentage of whom paid with their lives for the chance to strike a blow against the enemy. The innovations incorporated into these boats would not be seen again for decades: airlocks, periscopes, compressed air ballast tanks, electric motors, (automobile) torpedoes, and air purification systems. While impressive in their own rights, ships such as the C.S.S. Hunley and the supposed "first" U.S. submarine, the Holland, are forced to share the spotlight with many other boats.

"Beanpoles and Cornstalks"

Herman Haupt's famous Bridge over Potomac Creek

by Harold F. Round, October 1962 CWTI

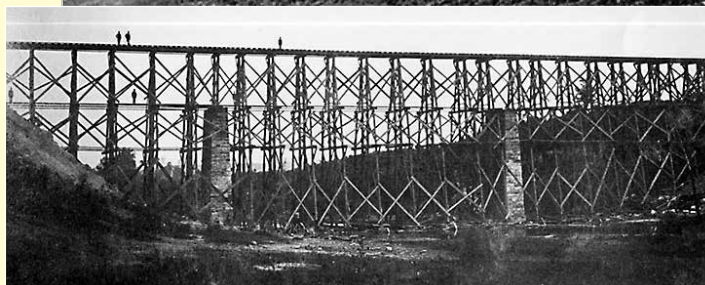
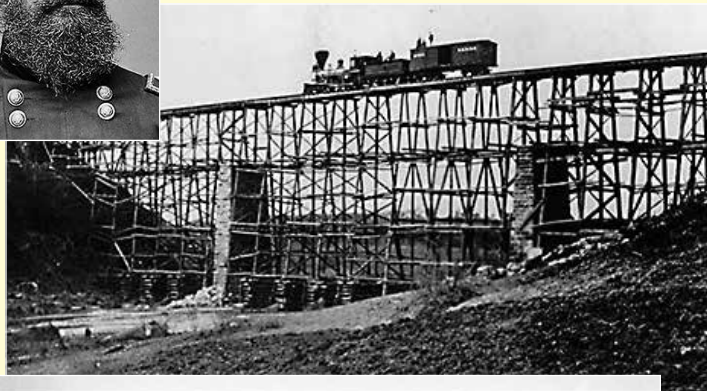
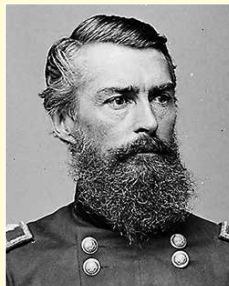
During the campaigns of 1862 and the Wilderness-Spotsylvania Campaign of 1864, the Richmond, Frederick & Potomac Railroad was a vital link in shuttling water borne supplies and troops between Aquia Landing on the Potomac River and Fredericksburg. This railroad was frequently used by both sides at the same time: the Federals south from Aquia; and the Confederates north from Richmond.

The Rappahannock River at Fredericksburg thus became a no man's land and the railroad bridge there, after one destruction and one rebuilding, was lost to both sides. The 13 miles of railroad from the Rappahannock to Aquia Landing was through wooded, hilly country, crossing Potomac Creek and Accakeek Creek, and it was the bridge over the former that President Lincoln described as built of nothing but bean-poles and cornstalks. Potomac Creek, or Run, as it

is correctly called in its upper reaches, started just 13½ miles above the bridge and drained only 44 square miles.

It was important because the valley narrowed to a gully some 400 feet wide and 80 feet deep at the most logical point for a railroad crossing. There had been a bridge at this point since 1839. In the spring of 1862, the Confederates,

learning of McClellan's projected Peninsular operation, withdrew from their advanced positions to the south side of the Rappahannock River. General Holmes, Rebel commander in the Fredericksburg area, tore up and removed the rails and burned the ties on the line from Aquia Creek to Fredericksburg. He also burned the bridges over the creeks and the Rappahannock River and destroyed the wharves and warehouses at



Aquia Landing. As a part of the Union strategy, General McDowell with a force of some 40,000 men was to advance on Richmond from the north while McClellan would attack it from the east. McDowell, realizing the importance of the R.F.&P. and Aquia Landing in such an operation, demanded their immediate restoration.

Secretary of War Stanton, realizing the need for a skilled construction engineer, wired Herman Haupt in Massachusetts on April 22, 1862 to come to Washington and two days later laid the problem before him. Having a small steamer at his disposal, Haupt reported to General McDowell on his headquarters steamship at Belle Plain. On Tuesday, April 29, Haupt was at Aquia, where three companies of troops, one each from the 6th Wisconsin, the 7th Wisconsin, and the 19th Indiana, were placed at his disposal. With this inexperienced force and the crudest of tools he started cutting and hauling cross ties and unloading and placing rails. By working all night Thursday, May 1, Haupt and his crew were able to pass an engine over the 4½ miles to Brooke on Friday. On Saturday a carload of timbers was brought to Accakeek Creek and on Sunday evening General McDowell rode across the Accakeek Bridge, which was 150 feet long and 30 feet high.

Construction of the Potomac Creek bridge three miles beyond was commenced on May 8, when a series of crib work foundations were laid, each approximately 12 feet high. Three stories of trestle work were erected, each story being 24 feet high. No sawed timbers were available, so the men scoured the countryside seeking tall, straight, pine trees, which were felled and drawn to the bridge with the bark still on. The first two trestle stories were raised without much difficulty, but not the top story. On the day this story was to start only one man of those picked for this duty was able to report, owing to illness from poor food, inclement weather, and lack of rest. Haupt, however, was a leader rather than a driver and this last story was completed nine days after the first crib was commenced.

It took three more days to lay the caps, stringers, and rails and on May 15 an engine was slowly pulled across by ropes while Haupt studied the structure for weaknesses. Four days later, on May 19, trains were running from Aquia to Fredericksburg, the bridge over the Rappahannock River having been rebuilt by Daniel Stone, another former Pennsylvania Railroad bridge builder. Exactly one month after Haupt's first talk with Stanton, President Lincoln visited General McDowell at Fredericksburg. On his return to Washington, Lincoln told the War Committee, "I have seen the most remarkable structure human eyes ever rested upon. That man Haupt has built a bridge across Potomac Creek 400 feet long and nearly 100 feet high, over which loaded trains are running every hour, and upon my word gentlemen, there is nothing in it but beanpoles and cornstalks."

Unfortunately this miracle of bridge building went for naught, as three days after President Lincoln's visit the projected drive on Richmond was cancelled and McDowell was ordered to the Shenandoah Valley. Later, Burnside's corps, in evacuating Aquia Landing, destroyed the military railroad to Fredericksburg, including the beanpole-and-cornstalk bridge. After Antietam McClellan wired Haupt to rebuild the railroad from Aquia to Fredericksburg and re-establish the base and rolling stock. Haupt replied: "The destruction of this road was unnecessary and highly censurable." In November Burnside was in command and the army moved to Falmouth. Haupt performed another miracle. This time he had the material for a deck-type trestle, stiffened with arches, prefabricated and partly assembled in Alexandria, and floated on barges to Aquia. This was a solid, well constructed bridge. For six months it withstood the severe service of supplying an army of over 100,000 men, but subsequently was again destroyed. Grant had it rebuilt in 1864. Today a steel and concrete bridge stands 100 feet east of the site of the beanpole-and-cornstalk bridge. As one speeds across the present bridge a fleeting glimpse of the masonry abutments of an earlier structure may be seen.

Bob Russo presenting his Arlington program for our Community Outreach initiative;

10:30 am, July 2, 2018 at the Katz JCC Community Center, Cherry Hill, NJ - The JCC charges a \$5 donation to cover refreshments.

Arlington National Cemetery—Garden of Stone

Over many years Bob Russo made numerous trips to Arlington National Cemetery to better understand the history and sites of this National treasure, hallowed ground and final resting place of over 400,000 veterans and their family members. Bob's presentation, Arlington National Cemetery—Garden of Stone, is the result of much of that work.

To stand at Arlington National Cemetery today it's easy to look at the rows of tombstones, set in perfect alignment, and view the rolling hills as a Garden of Stone. What you see today involves years of evolution that started long before the Civil War. In fact the narrative of the ground at Arlington goes back to the time of the American Revolution when George Washington's adopted son purchased the ground where the National Cemetery sits



today. Year's later Robert E. Lee resided here. The guards at today's Tomb of the Unknowns tie directly to George Washington and his Continental Army. That connection can be seen at Valley Forge National Historical Park. These associations to the past convey an interesting story that spans over 235 years.

Many stones symbolize the story of an American hero, someone who served our Nation either in the military or some other capacity. Beyond the graves are numerous monuments that tell a tale of American courage, some from America's most heart wrenching and iconic moments. Three of the Marines who raised the flag at Iwo Jima are buried here, President Kennedy, his brothers, two Apollo 1 astronauts, Joe Louis, Audie Murphy and many other well known Americans. Memorials to the Shuttle Challenger Astronauts, the Confederate Monument, the Memorial Amphitheatre, the Nurses Memorial, war memorials and the great dignity of the Tomb of the Unknowns, along with others, will be discussed in this presentation.

Bob Russo is the Vice President of Old Baldy Civil War Round Table and can also be found most Saturday mornings volunteering for the National Park Service at Independence National Historical Park. While there he conducts tours of Independence Hall, Congress Hall and offers interpretation at the Liberty Bell and other sites within the Park. Bob has a vast interest in American history that dates back to his teen years. Bob has been a member of numerous historical organizations over the years that include the Gettysburg Foundation, Surratt Society, Ford's Theater Society, Civil War Trust, National Constitution Center and others. Bob also received the Certificate of Completion from the Civil War Institute at Manor College in

Pennsylvania. In his employment Bob works as the Senior Vice President of a local structural steel and miscellaneous iron fabricator and erector.

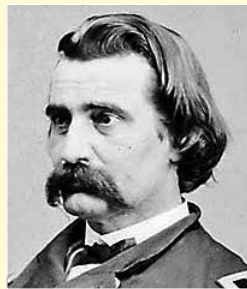
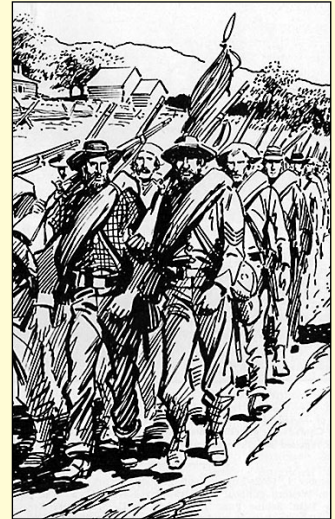
This is an often-somber presentation that coincides with the solemn remembrances of Memorial Day. Bob's hope is that you learn a few things about Arlington National Cemetery that you didn't know and that this presentation causes you to want to visit or revisit this historic National Cemetery. He further hopes that you will be touched in some way by some of the stories and photos from, Arlington National Cemetery—Garden of Stone.

The Illinois Confederates... They Lived in the North... But Fought for the South

by Richard P. Weinert, October 1962, CWTI

Southern Illinois in 1861 habited to a great was extent by families who had migrated from Virginia and Kentucky in search of new farm land. It is not surprising that when secession came there should be considerable sympathy for the South in this section of a Union state. On April 15, 1861, a resolution was passed by a local citizens' committee in Marion, Williamson County, Illinois, supporting the Confederacy and protesting the use of Illinois troops in suppressing the Southern states. Thorndike Brooks and Henry C. Hopper were among the leaders of this pro-Southern group and soon set about recruiting a company. The company was raised in Williamson and Jackson counties. Great precautions were necessary to prevent the entire group from being arrested before they even got started. By this time Union forces had occupied Cairo and more troops were pouring into Southern Illinois. About 45 men were recruited and met six miles south of Marion on May 25. The scene that followed must have been similar to that enacted in many Southern towns during this period. Speeches were made by the leading citizens of Marion encouraging the men to go forth and defend the rights of the South. Some members of the company even alleged after the war that John A. Logan, who was then Congressman from the district in which the company was raised, knew about its organization and gave encouragement to many of its members. It was with some bitterness in later months that the members of the Illinois company learned that Logan was a Union general and many of the same citizens who had addressed them as they left had also joined the Union Army. The Illinois company began to march to Paducah, Kentucky, some 60 miles away, with its baggage in two wagons. On the second day out they planned on stopping at a hotel for supper, but much to their distress found it already occupied by a company of Home Guards. Six men of the company, who had been sent to scout ahead, were captured. The company grimly determined to fight it out if necessary, but after a little maneuvering the would-be Confederates managed to avoid the Home Guards and to recapture their six comrades. They then resumed their footsore hike to Paducah. The Ohio River was reached on May 27 and the company crossed on a steamer just like a group of tourists. They put up in a hotel in Paducah which was run by Confederate sympathizers. Here they were wine and dined and presented with a Confederate flag.

The next day the company paraded through the streets of Paducah in full military glory. From Paducah they took the train to Mayfield, Kentucky, where several additional recruits were secured, including Dr. John Wall. After another night spent in the luxury of a hotel, the company took the train to Union City, Tennessee. Here they were



John A. Logan—A Congressman from Southern Illinois of the outbreak of war, he allegedly encouraged the formation of the Confederate unit in his district. He later became a Union Major General.

drilled and finally mustered into the Confederate service as Company G, 15th Tennessee Infantry, with Brooks as captain and Wall as first lieutenant. The regiment was reorganized for the war on May 15, 1862, and Brooks was elected lieutenant colonel and Wall major of the regiment. The Illinois company participated in the heaviest fighting of the western campaigns, and its casualties were staggering. They were first engaged at Belmont, Missouri, on Nov. 7, 1861. Then followed Shiloh, Corinth, Perryville, Stones River, the Tullahoma Campaign, Chickamauga, Missionary Ridge and the Atlanta Campaign. Major Wall was killed in action leading the regiment in front of Atlanta. Many

of the men, including Hopper, who had become first lieutenant in the reorganization, were forced to return to Illinois to protect their families. The earliest muster of the Illinois company which has survived shows a total of 75 officers and men present at Columbus, Kentucky, on Oct. 3], 1861. The last roll, dated Oct. 31, 1864, at Tusculumbia, Alabama, shows one officer, one sergeant and one private present for duty. After June, 1863 the regiment had been consolidated with the 37th Tennessee Infantry and these two were consolidated in April, 1865 with 10 other regiments to form the 4th Consolidated Tennessee Infantry, which surrendered at Greensboro, North Carolina, on May 1, 1865.

A visit with Sallie

by Bob Russo, Member Old Baldy CWRT

Over the first weekend in May I had the pleasure of once again visiting Gettysburg, with my wife and four cousins. This was my first time back in a couple years and I was greatly looking forward to it. I believe it was about my one hundredth trip there but my wife likes to say she thinks it's one thousand. We both know that's not true, though that number of visits wouldn't bother me. Our four cousins were visiting Gettysburg for the first time. Therefore I wanted to make it meaningful in some way. Since all of us have a bit of dog-lover in us I decided to weave something about dogs and horses into the tour. Of course I worked Old Baldy into the conversation.

We were still involved in viewing the battle's first day landscape and monuments when we received an exceptional surprise. In front of Iverson's pits, I had it in my mind to stop at the 11th Pennsylvania Volunteer Infantry Monument. My intent was to talk about Sallie, the cherished canine of the Regiment, who has a place at the foot of the monument. So often at Gettysburg, something unexpected happens that just leaves you touched with a memory that can last many years. That stop supplied one of those moments. I described the events that occurred at that location and was talking about Sallie's life and then we left the car to look at the monument. I've often seen dog kibble left in front of the bronze sculpture of Sallie. This day went a bit beyond that and left all of us moved. The usual kibble was there but was accompanied by biscuits, money (both coins and paper), a chewy, flowers and a bag of treats with a touching note that read, "To: Sallie the War Dog From: The Scouts & Leaders BSA Troop 371." It's a simple thing but to see it that day with people who were first time visitors to the Battlefield was very special.

I've been saying for years, whenever we do recruiting events for the Round Table that you can talk about soldiers and events and only hold some people's attention for about thirty seconds before they want to wonder off to something else. However, mention a dog or a horse with a story and so many times you find people in the palm of your hand, wanting to know more. With the observation of the note and treats for Sallie, came an opportunity to talk more about her. And, sadly a few welling up eyes at the end of the story. Please permit me a moment to tell you a little about Sallie.

Sallie was the canine mascot of the 11th Pennsylvania Volunteer Infantry Regiment and she accompanied the unit throughout nearly the entire Civil War. Sallie was a brindled coated, English Bull Terrier. In the spring of 1861, she was given as a puppy to Captain William R. Terry by a resident of West Chester, Pennsylvania, when the unit was still in training.

Sallie seemed to enjoy army life. She was seen with the soldiers at their drills and took a place with the color guard for dress parade. When the regiment left training camp, her chosen position was at the head of the march with the regiment's colonel, Richard Coulter. Sallie quickly became known to other regiments marching and fighting with the 11th Pennsylvania. She also marched with the regiment in review before President Abraham Lincoln.

Sallie learned to endure and adapt to the difficulties of war.

She continually accompanied the regiment during battles and was often seen up front and barking at the enemy. Sallie is a genuine veteran of the Civil War. She saw action at some of the most ferocious battles, Second Bull Run, Antietam, Fredericksburg, Chancellorsville, Gettysburg, the Wilderness and Petersburg. During the Battle of Antietam on September 17, 1862, troops of the 11th attempted to chase Sallie away from the fighting. She refused to leave and stayed with the regiment. She not only survived the bloodiest day in American history, one month later she gave birth to ten puppies.

On July 1, 1863, during the first day's fighting the regiment withdrew hastily from Oak Ridge to Cemetery Hill when the Union lines collapsed. When the regiment arrived on Cemetery Hill they feared Sallie was missing or killed. The fact is that Sallie remained on Oak Ridge. Days later Sallie was found, tired and hungry, but still on Oak Ridge, guarding her wounded and dead regimental mates. Other soldiers knowing who Sallie was eventually returned her to the 11th.

Sallie continued her service with the regiment until only a few weeks before the war's end. On Feb. 6, 1865, during the Battle of Hatcher's Run, in Virginia, Sallie was struck in the head by a minie ball. She was killed instantly. It was reported that while receiving heavy enemy fire, several soldiers put down their weapons and buried Sallie where she fell. In 1890 the veterans of the 11th Pennsylvania Volunteer Infantry erected their monument on the Gettysburg Battlefield. They included as a place of honor, a life size bronze sculpture of Sallie that was placed on a granite base at the front and foot of the monument. Above Sallie stands a likeness of a 11th Pennsylvania Volunteer Infantry soldier.

If you visit Gettysburg, I encourage you to stop on Oak Ridge and see this special monument to the 11th Pennsylvania Volunteer Infantry Regiment and their mascot, Sallie the War Dog! If you so desire, leave a little treat for this canine American hero! If you're interested in reading further about Civil War dogs, there is a wonderful book titled, "Loyal Hearts—Histories of American Civil War Canines," by Michael Zuccherro.

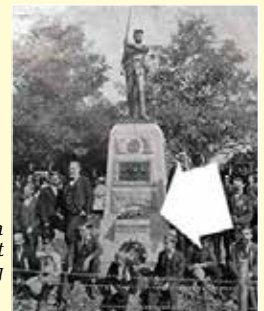
Sallie in remembrance



11th Pennsylvania
Infantry Regiment
reunion at Gettysburg

11th Pennsylvania
Infantry Regiment
monument at
Gettysburg

Only original
photo of Sallie at
the Pennsylvania
Archive



Pen and Ink sketch of Sallie at Gettysburg

Memorial Day with the Old Baldy CWRT and General Winfield Scott Hancock

Members of the Old Baldy CWRT gather on the morning of May 26th at the Montgomery County Cemetery in Norristown for the Memorial Day Observance which included visit to the grave of General Winfield Scott Hancock. Our round Table has been affiliated with the grave since before our founding. Present were Bill and Debbie Holdsworth, Irene and Steve Wright, Harry Jenkins, Walt Lafty and three fourth of the First Family (Rich, Debbie and Joe Janowski). It was a very warm day yet many folks from different organization were in attendance. These included the Boy Scouts, the Masons, Montgomery County Sheriff, Royal Arch Chapter 190 and Baker fisher Camp #101

SUVCW. Executive Director of the Historical Society, Barry Rauhauser provided open remarks and led the procession. After a stop at the Veterans Memorial Garden, all proceeded to General Hancock's tomb. Friend of OBCWRT, Paula Gidjunis delivered the comments at Hancock's grave. Irene and Steve Wright for placed our wreath at the tomb. Othe4 stops included the grave of General John F. Hartranft and the GAR Zook Post #11 Plot. All then returned to the Gatehouse for light refreshments.

Thank you to Bill Holdsworth for coordinating our participation in the observance. Most importantly thanks to Debbie Holdsworth for her time, energy and resources in creating the best wreath placed each year. We appreciate and value your contribution.



Torpedoes

*by General G. J. Rains,
Chief of the Confederate Torpedo Service*

There is no fixed rule to determine the ethics of war – that legalized murder of our fellow men for even mining is admitted with its wholesale destruction.

Each new weapon, in its turn, when first introduced, was denounced as illegal and barbarous, yet each took its place according to its efficacy in human slaughter by the unanimous consent of nations.

Gunpowder and firearms were held to be savage and anti Christian, yet the club, the sling, the battle axe, the bow



and arrow, the balister or crossbow with the tormentum, javelin and spear, gave way to the matchlock musket, and that to the flintlock, and that to the percussion.

The rifle is now fast superseding the musket, being of further range, more accurate in direction and breech loading.

The battering ram and catapult gave way to the smooth bore cannon, chain, bar and spherical shot, which is now

Continued on page 11

yielding, except in enormous calibre 15 inch and more, to rifle bores and elongated chilled shot, (yet, on account of inertia, rifle calibre should never exceed ten inches).

Torpedoes come next in the catalogue of destructives, the modern ne plus ultra of warlike inventions.

The world indeed is in throes of fire and marine monsters. While war is looming up between Russia and Turkey, other nations are striving in guns, iron clads and torpedo ships, for maritime supremacy. The powers of electricity in light giving and heat controlling to examine and blind an adversary by its glare at night, and fire – torpedoes for his destruction at all times, and the capability of steel and iron with Professor Barff's superheated steam in endurance, offensive and defensive, will be called into action to resist the 100 ton guns of Italy and other formidable calibres, also torpedo boats like the Thornycroft of France, the Lightning of England, and the Porter Alarm of the United States.

Iron clads are said to master the world, but torpedoes master the iron clads, and must so continue on account of the almost total incompressibility of water and the developed gasses of the fired gunpowder of the torpedo under the vessel's bottom passing through it, as the direction of least resistance.

While other nations are pursuing the science of assault and defence theoretically and experimentally, the United States has had more practical experience with the torpedo, and better understands its capabilities, wisely discarding the iron and steel leviathans of the deep for models, as the Dreadnaught, Inflexible, Devastation, Alexandria, Iron Duke, Duillio, &c.

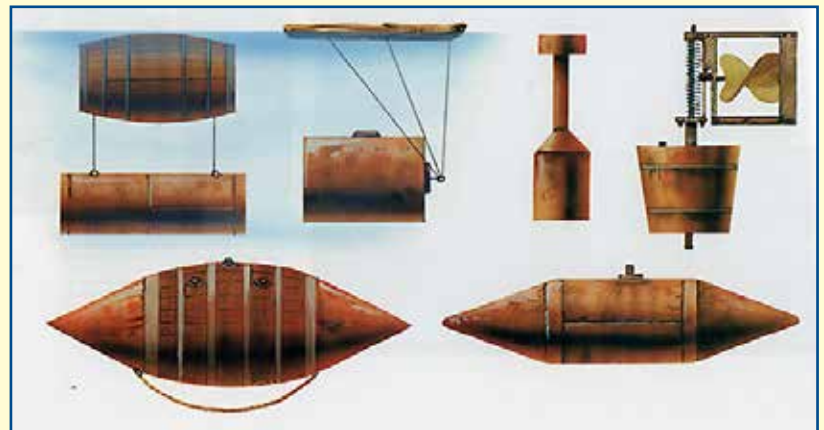
During the war with the Confederacy, there were 123 torpedoes planted in Charleston harbor and Stono river, which prevented the capture of that city and its conflagration. There were 101 torpedoes planted in Roanoke river, North Carolina, by which, of twelve vessels sent with troops and means to capture Fort Branch, but five returned. One was sunk by the fire from the fort, and the rest by torpedoes. Of the five iron clads sent with other vessels to take Mobile, Alabama (one was tin clad), three were destroyed by torpedoes. There were fifty eight vessels sunk by torpedoes in the war, and some of them of no small celebrity, as Admiral Farragut's flagship the Harvest Moon, the Thorn, the Commodore Jones, the Monitor Patapsco, Ram Osage, Monitor Milwaukee, Housatonic and others. (Cairo in Yazoo river). Peace societies we must acknowledge a failure in settling national differences by arbitration, since enlightened nations go to war for a mere political abstraction, and vast armies in Europe are kept ready for action, to be frustrated, however, by this torpedo system of mining, carried out according to views.

For three years the Confederate Congress legislated on this subject, passing each house alternately for an organized torpedo corps until the third year, when it passed both houses with acclamation, and 96,000,000 appropriated, but too late, and the delay was not shortened by this enormous appropriation. Could a piece of ordnance be made to sweep a battle field in a moment of time, there soon would be no battle field, or could a blast of wind loaded with deadly mephitic malaria in one night, sent like the destroying angel in Sanacherib's army, or the earth be made to open in a thousand places with the fire of death for destruction,

as in the days of Korah, Dothan and Abiram, to which his system tends, then and then only may we beat the sword into the plough share, the spear into the pruning hook, and nations earn wars no more. The following will show who is the founder of this arm of service:

The First Torpedo

"In the experiments with the torpedo lately in the Florida channel", says an Eastern paper, "the country has been furnished with a more complete exhibition of the destructive capacities of this submarine projectile, than is now known to military and naval science." Admiral Porter, in his recent report, called particular attention to the torpedo as a defensive and offensive weapon, and urged upon the navy a thorough study of its powers as a destructive agent in warfare. He therefore congratulates the service upon the success of the torpedo exercises, believing that they will command the attention of all the navies in the world. Enthusiasts claim that naval warfare has been substantially revolutionized by its invention; and the exercises of the squadron during the closing days of February, prove that "this newfangled concern" is not to be despised, as the navy often learned to its sorrow during the protracted blockade of the Southern coast at the time of the recent war. The Wabash, Congress, Ticonderga, Canandaigua, Ossipee, Colorado, Brooklyn, Wachusett, Kansas, Lancaster, Alaska, Franklin, Fortune and Shenandoah, participated in the practice. This recalls to mind the following narration, well known to some of our readers: During the war with the Seminole Indians in Florida, April,



1840, the Seventh United States infantry was stationed at posts in the interior of the peninsula, and the country had been divided into squares of twenty miles each, and the headquarters located at Fort King, the former agency, which was commanded by Colonel Whistler, and Captain G.J. Rains commanded at Fort Micanopy, just twenty five miles distant.

Though there was, and had been since the beginning of hostilities, an Indian town within sound of drum at Fort King; yet it was so surrounded by swamp that it had not been discovered, and some twenty miles journey was required to reach it, and the Indians so located their depredations in Micanopy square, that Colonel Whistler made representation that there the enemy was to be found and not at Fort King, and General Taylor changed the headquarters accordingly. The colonel's command, consisting of several companies of infantry and dragoons, was transferred Fort Micanopy, and Captain Rains and his command, one company with diminished numbers, to Fort King. Here the Captain soon discovered he was in a hornet's nest, and so reported, but

May 10th Meeting

"With Cadence and Clarion Call"

presentation by Harry Jenkins

Did you hear the fife, drum, and bugle sounds intermittently coming from Old Baldy's meeting night? It resonated out the door and down the hall of Camden County College. Inside the meeting Harry Jenkins was giving his presentation, "With Cadence and Clarion Call", about American music from Revolutionary times, to the Civil War, and today. First, there are two words to define: one is cadence in music. A sequence of notes or chords that indicates the momentary or complete end of a composition, section, phase, etc., as the steady Cadence of Drums. Secondly is the word Clarion: brilliantly clear, loud and clear, as a Clarion call to action.

The sound of drums in battle began way before the Civil War when William Diamond, drummer boy for Captain John Parker's company, used the sounds of the drum to send an alarm to the members of the Lexington Militia to the Common on April 19, 1775. The "shot hear round the world" and the Battle of Lexington began. That drum sound started the American Revolution and nothing around the soldiers was ever the same again. There were military bands in the colonies in the 1750's with mostly woodwinds, later brass instruments appeared at the start of the Civil War. Some bands had displayed their instruments over the musician's shoulder so the sound could be heard into the back of the group of soldiers and some played on horseback.

Field music and musicians were playing to keep the morale up and assist with music for drills. As the unit took to the field some musicians were ordered to play in the middle of the battle, while others became runners carrying messages, or removed the wounded from the field.

The bugle has been part of music going back to Ancient Egypt. The archeologists even found a bugle in King Tut's tomb. Conch shells, ram's horn, paper tubes and hollow sticks were used from Biblical times as musical instruments. Trumpets and bugles were similar at the time both has no keys, no valves, or other pitch-altering device. This musical instrument was a simple brass horn with no valves. Using a bugle outdoors for military purposes such as reveille or signal calls made the sound louder as the tone came out through the horn. In battle the bugle was a very important instrument because the soldier could hear the sound of the horn over combat or the booming of the cannon.

The Fife is a woodwind instrument made from one single piece of wood with six finger holes, no valves, used along with the drums. The musical sound helped the soldiers to



Harry Jenkins



march quicker, telling them when meals were ready, morning wake-up and evening bedtime. The Fife was the "Heart-beat of the Regiment." The soldiers heard the fife and drum calls so often that they learned the routine of calls very quickly. At the same time when there were many soldiers in the field it was hard to distinguish the signals from one regiment to another. One General Daniel Butterfield decided to put a recognizable group of notes before the calls were made to the unit. That way the soldiers would know their own commands. Later in the war Daniel Butterfield is credited with composing "Taps" and bugler Oliver Willcox Norton who was first to sound the call of "Taps".

The Medal of Honor was given to several drummers who went out of their way to help. Bugler John Cook at 15 earned the Medal of Honor for his actions at the battle of Antietam. He took over as a cannoneer after finding most had been killed. John continued to work with the cannons for the entire battle. John also saved Captain Campbell from the battlefield. Another Union Army drummer was Julian Scott, Civil War artist and American painter who received the Medal of Honor during the Battle of Lee's Mills in Virginia. He rescued wounded soldiers by walking in waist deep water from one side of the river to the other. John Lincoln Clem a drummer from the 22nd Michigan at the Battle of Chickamauga. Confronted with a Confederate soldier he shot him to death. Clance McKenzie a drummer for the 13th Brooklyn Regiment accidentally lost his life. He is the first Civil War causality to be buried in Greenwood Cemetery in Brooklyn.

We thank Harry for an excellent and informative presentation on the history of music and instruments from the American Revolution to the Civil War and through today's modern military. We are so fortunate to have Harry as an Old Baldy member with his knowledge and his willingness to share what he knows with the rest of the members. What a learning experience for all of us! Along with demonstrations of how the instruments were used, the PowerPoint presentation, and the many examples of the type of music played it was a meeting night of entertainment, knowledge, and history. The roundtable says, "Thank You" Harry for a great night!

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

Email: oldbaldycwrt@verizon.net

Face Book: Old Baldy Civil War Round Table



**Blue
Water
Navy**

**Brown
Water
Navy**



Civil War Navy Symposium

Symposium Speakers



Dr. William Fowler, Jr.



Chuck Veit

Dr. Timothy Smith



Dr. Gary Joiner

Symposium Music

Charlie Zahm



Jake Laubach

Ken Purcell

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.*

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.*

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.*

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.*

Charlie Zahm, While Charlie Zahm is one of the most popular singers at Celtic and maritime music events in the Eastern United States, several years ago Charlie's interest in the great collection of music from the War Between the States was sparked when friends in the Civil War community *finally* convinced him that he has a strong Civil War repertoire.

The Jolly Tars, *Jake Laubach, Jake has amassed a respectable repertory of songs and tunes that span three hundred years and has added the fretless banjo, concertina, mandolin and other folk instruments to his musical arsenal.*

Ken Purcell, Ken performs many genres of music, he has increasingly gravitated toward music of the American Civil War

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 Old Baldy Civil War Round Table
With the Center for Civic Leadership and Responsibility at Camden County College.
October 20, 2018 • 9:00 AM - 4:30 PM

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

**Corporate
Sponsors**



Camden County Cultural & Heritage Commission
at Camden County College, the officially designated
history agency of the New Jersey Historical Commission



was unheeded. The Indians perceived at once the disparity in numbers from their spies, and that their opponents were few at that post, and they became bold accordingly. Captain Rains' men were so waylaid and killed that it became dangerous to walk even around the post, and finally two of his best men were waylaid and murdered in full view thereof. Desperate diseases often require desperate remedies, and as the preservation of the lives of his command required it, the following was resorted to by the Captain. The clothing of the last victims was made to cover a torpedo invented by him, and it was located at a small hammock and pond of water in a mile or two of the post where the Indian war parties had to get water.

Some day or two elapsed, when early one night the loud booming sound of the torpedo was heard, betraying the approach of a hostile party. Quickly Commander Rains and some dragoons who happened to be at the post rode to the spot; yet all was still and but an opossum found, which the Indians with tact, near where the torpedo had been, left to deceive.

To be Continued in the July Issue

**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 donated to Old Baldy.

**Join us at 7:15 p.m. on Thursday,
June 14th, at
Camden County College,
Blackwood Campus,
Connector Building, Room 101.**



2018 CWRT Congress

August 17–19, 2018

Speakers:

Dr. John Bamberl, Scottsdale CWRT	Mike Movius, Puget Sound CWRT
Matt Borowick, Civil War News	Wally Rueckel, Brunswick CWRT
Sue Golden, Kernstown Battlefield Association	Mark Trbovich, Bull Run CWRT
Jay Jorgensen, R. E. Lee CWRT	

Friday	Saturday	Sunday
August 17, 2018 5:00 pm - 8:00 pm	August 18, 2018 8:00 am - 4:00 pm	August 19, 2018 9:00 am - 1:00 pm
Reception at the NCWM includes: <ul style="list-style-type: none"> • Hors d'oeuvres and Cash bar • Presentation by author/historian Chris Mackowski *Behind the Scenes Museum Tour with NCWM CEO Wayne E. Motts included with the weekend package	CWRT Congress program with Breakfast and Lunch. Learn techniques for: <ul style="list-style-type: none"> • Member recruitment & retention • Effective governing, • Preservation Support • Proven fundraising • Social media marketing 	Battlefield tour - \$20.00 Gettysburg Battlefield Bus Tour with Licensed Battlefield Guide and NCWM CEO Wayne E. Motts. More Information to follow...

Three Terrific Packages:

Congress Only Package: Saturday 8:00 am - 4:00 pm - \$75.00 (Includes breakfast & lunch)

Congress Plus Package: All day *plus* add Saturday evening dinner 6-7 pm, cash bar & NCWM Tour - \$100.00

Weekend Package: Friday reception, Behind the Scenes Museum Tour with NCWM CEO Wayne E. Motts and Saturday breakfast, lunch & dinner - \$125.00

Registration & Lodging information: <http://www.pscwrt.org/activities/CWRT-congress.html>

Questions - Mike Movius - movius@me.com

Meet & Greet 11 of your favorite Civil War Authors

1 Lincoln Circle at Reservoir Park · Harrisburg, PA 17103 · 717-260-1861
www.NationalCivilWarMuseum.org

Schedule of Old Baldy CWRT Speakers and Activities for 2018

July 12 – Thursday
Bob Russo
 “Independence – An Ideal, A National Park, and it's Buildings”

August 9 – Thursday
Chuck Veit
 “How the U.S. Navy Won the American Civil War”
 (Skype presentation)

September 13 – Thursday
Melissa Ziobro
 “Women in the US Military”

Questions to
Dave Gilson - 856-547-8130 - ddsggh@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

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