

# Old Baldy Civil War Round Table of Philadelphia

Kevin M. Hale Award  
for  
best Historical Newsletter  
in New Jersey

November 8, 2018 The Civil War: April 12, 1861 - May 9, 1865

## The Second Battle of Winchester: The Confederate Victory That Opened the Door to Gettysburg

Scott Mingus

Join us at **7:15 PM** on  
**Thursday, November  
8th**, at **Camden County  
College** in the **Connector  
Building, Room 101**.  
This month's topic is  
**"The Second Battle of  
Winchester"**

In the summer of 1863, as Robert E. Lee's Confederate Army of Northern Virginia began its inexorable push northward toward Pennsylvania, only one significant force stood in the way – Union Maj. Gen. Robert H. Milroy's division of the Eighth Army Corps in the vicinity of Winchester and Berryville. Milroy, affectionately known to his men as the Old Grey Eagle, would stubbornly defy repeated instructions to withdraw to safety even as the overpowering Rebel force approached. Believing that the enemy was merely a cavalry raid or feint, the veteran Indiana politician-turned-general chose to stand and fight. His controversial decision put his outnumbered and largely inexperienced men on a path to what most observers considered to be a military fiasco when Milroy lost half his force and routed ingloriously from the final battlefield. Many of the Northern soldiers who fought at Second Winchester, however, believed their three-day, ultimately unwinnable resistance delayed the vaunted Rebels from entering Pennsylvania long enough to buy time for the Army of the Potomac to arrive and defeat Lee at Gettysburg.

Today largely forgotten in the plethora of Gettysburg media attention, the Second Battle of Winchester in its time proved to be politically charged for the Union, with President Lincoln and the War Department seeking to save face; Milroy seeking to save his now tainted career; and the beleaguered soldiers seeking redemption. On the Confederate side, Robert E. Lee believed he had found in Lt. Gen. Richard S. Ewell a worthy successor to the late, lamented Stonewall Jackson. Gettysburg would prove that the promise of Second Winchester was only an illusion on many fronts. Lee's inner circle of senior leaders was lacking

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## Old Baldy CWRT Naval Symposium October 20, 2018



By Kathy Clark, Member OBCWRT

I was glad to see so many guests on the Battleship New Jersey who I knew and welcomed to this outstanding event. There are so many members from our Roundtable along with the GAR Museum, Camp Olden CWRT, NJ Civil War Heritage Association, US Landing Party, Roebing Museum, Civil War Navy The Magazine just to name a few. We thank our Corporate Sponsors Colonial Community Bank and the Council on the Arts for their generous contribution in helping to make this a great event. The Battleship New Jersey was the best venue for a Civil War Naval Symposium. I

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### Notes from the President...

As we enter November, Old Baldy CWRT has much for which to be thankful. This includes our growing membership that aids in spreading our message in the South Jersey area, the fine organizations we work with in the region and the continued success we have had in planning and executing events. As you experienced or have heard by now our Civil War Naval Symposium was a grand success, as all in attendance enjoyed a fine day of scholarship. Thank you to all who assisted in making **Frank Barletta's** plan a reality, especially the planning committee. There are articles and comments about the Symposium in this newsletter and there will be more in the December newsletter.

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a significant cog, and his army was not as invincible as the overwhelming victory over Milroy had suggested.

In this book, multiple award-winning authors Eric J. Wittenberg and Scott L. Mingus, Sr. combine their writing and research talents into what may be the definitive account of Second Winchester. Using more than a hundred fresh sources, they weave together the individual soldier's stories into a comprehensive, highly readable narrative that takes the reader back to the pivotal battle that opened the door to Gettysburg.

Scott Mingus is a scientist and consultant in the global pulp & paper industry, and holds patents in self-adhesive postage stamps and bar code labels. The Ohio native graduated from the Paper Science & Engineering program at Miami University. While working for Avery Dennison, he was part of the research team that developed the first commercially successful self-adhesive U.S. postage stamps. He has written nineteen Civil War and Underground Railroad books. His biography of Confederate General William "Extra Billy" Smith won multiple awards, including the Dr. James I. Robertson, Jr. Literary Prize for Confederate History. He has also written several articles for Gettysburg Magazine, as well as for various historical journals.

Scott and his wife Debi live in York, Pa., and for more than a decade, he was written a blog on the Civil War history of York County ([www.yorkblog.com/cannonball](http://www.yorkblog.com/cannonball)). He received the 2013 Heritage Profile Award from the York County Heritage Trust for his contributions to local Civil War history. He also has written six scenario books for Civil War miniature wargaming. His great-great-grandfather was a 15-year-old drummer and rifleman in the 51st Ohio Infantry under General George "Pap" Thomas, and other family members fought at Antietam and Gettysburg in the 7th West Virginia.

Continued from page 1 - "Notes from the President"

At the meeting this month, our Nominating Committee will announce its slate of officers for the election in December. The floor will be open for nominations at both the November and December meetings. Consider joining the Board to guide our Round Table for the next two years. Your input is valued and has made us into what we have become. Honor our Military and be sure to vote on Election Day.

At our October meeting **Joseph-James Ahern** shared his research on the Philadelphia Navy Yard and its history in a fine presentation. This month Scott Mingus returns to tell us about the politically charged Second Battle of Winchester and how it affected the Army of Northern Virginia's advance to Pennsylvania. Invite a friend to join you on the 8th. **Dave Gilson** has some stimulating topics planned for us in the coming months, so plan on joining us to learn more interesting things about the War.

Let everyone know that the Round Table is in our Fall Membership Drive. Anyone joining this month gets fourteen months of membership until January 2020. The extra pairs of hands will aid in the projects our Board is planning. Some of the projects we will address include advancing our social media presence, working with the Mt. Peace Cemetery in Lawnside, recording and posting presentations, designing and distributing rack cards and continuing to compile our history.

Our crew was present at the Mullica Hill Civil War weekend and hope some of our new friends join us at the meeting. We welcome back **Loraine Gancher** from her medical challenges and thank her for selling the Boscov's Friends helping Friends coupons. Our Round Table was represented at the recent **Ed Bearss** Tribute dinner. You will be able to read more about it in our December newsletter. **Flat Old Baldy (FOB)** thanked Ed for his service to the nation and the Civil War Community. FOB will soon be off on another adventure.

Safe travels to those venturing out for Remembrance Day activities. If you are unable to join us on the 8th, please have an enjoyable Thanksgiving with your family and friends. Let them know of your involvement with our Round Table and know that we are grateful for it. Invite them to join us for an future gathering.

*If you are available before our meeting on the 8th, join us at the Lamp Post Diner for dinner with our presenter, Scott Mingus, and our fellow members.*

**Rich Jankowski, President**

Continued from page 1 - "Naval Symposium"

could not imagine being on a frigate or other sailing vessel of the times with none of the protection and resources we would have on the Battleship of today. It was wonderful stepping back in time for a day to experience history along the Camden Waterfront. The speakers, the music of Charlie

Zahm and The Jolly Tars, the Naval and Historical Exhibitions, and we can't forget the raffles and door prizes.



I saw many guests with an auction prize in hand and all seemed

overjoyed that they were picked to win from a group of varied prizes. The symposium committee used their skills in many aspects of organization to put this symposium together headed by Frank Barletta, an idea that was planned over a year or so. There are many members of Old Baldy who also contributed to this day and we thank them as well.

Although the day started off a bit gray by noon the day saw some sun. How many times as Old Baldy had an event and the day may have been clear, maybe cold, but lacking any kind of precipitation at our events? Do we hold out for other Old Baldy events that are sunny and bright? I hope so! But enough about my comments! The following are a few observations from other members of Old Baldy that were kind enough to submit their comments. This article will continue into next months newsletter and if you would like to make a comment about our symposium just email myself or Rich. We would love to hear your thoughts about this impressive event.

**Sandy Clark** explained: "Well, that was unique, terrific! And as Dana Carvey would have said, "Well, that was special."

I don't think I would have appreciated the uniqueness unless the speaker hadn't commented on his mid-western invitation in the last year. It has been "quite a spectacular location." But that brought it home. Our Symposium was quite a spectacular location to be held aboard the USS New Jersey. The music at lunch time was just plain fun. I bought a CD and picked up a business card.

A spare seat at a lunch table resulted in my meeting some Cape May Round Table members, also a couple members from Old Baldy as well as some History Week enthusiasts. One comment they made about Rich, "he has a lot of energy." Yes, he does.

The afternoon speaker, Bruce Tucker, was an especially enjoyable part of the presenters. He was Admiral David Farragut. Yes, he was! Not only recalling but also portraying. Wonderful. A real treat.

Will look forward to another opportunity to be Civil War educated. I won a door prize and am looking forward to reading "The Confederate States Marine Corps."

**Bob Russo** gave us his thoughts:

"I awoke about 5:00AM on Saturday, October 20, looked out the window and felt greatly discouraged by the rain falling from the sky. Why? Because this was the day of the Old Baldy Civil War Round Table's, Civil War Navy Symposium, on the deck of the USS New Jersey. Any moment spent on the deck of that ship is special and in many ways humbling but to be there for this Symposium created great memories that will last for some time.

By the time I arrived at 6:30AM the rain was tapering off and I began to feel better about Frank Barletta's vision for this Symposium coming together. Many people worked hard to make this happen but Frank gave more than most people are capable of giving and the Symposium hung on his back for over a year. His perseverance and dedication were evident in the smooth progression of the event throughout the day! Months of commitment resulted in a very high-quality outcome.

After getting the registration tent set up I headed up to the ship to set up the Old Baldy Information Table. When I got up to the deck I was stunned



at what I found. A large tent was set up for the exhibitors. A massive tent was set for the presentations and a third tent was there for people to eat, with additional tables set up outside for eating

and resting also. There was also a tent set up at the end of the dock before entering the ship with exhibitors that introduced us to the Civil War. They even fired a canon a few times. Throughout the day I continued to think, WOW! I fully recognize the major amounts of coordination it takes to set something like this up and every impression for me was a great one.

Once everything was set up I started to look at the exhibitor's tables and was again impressed by that quality. In fact, I spent some money on books and as I write this I'm trying to find time to start reading. That is further complicated by the fact that I also won some books in the raffles. I even won Shelby Foote's three-book narrative of the Civil War. I've looked at purchasing those books for the last twenty-five years but never seemed to buy them because I never quite thought I had that much reading time. While I still work too much, I intend to read all three of those books and I hope to get started in the next couple months. That was a great win for me and I'm proud to have them in my collection of books.

Enough good cannot be said about the presenters. I enjoyed each and every one of them. My knowledge of the Civil War Navy is quite limited and I walked away with some





new knowledge and some peeked interest, especially about the ironclads and about Admiral Farragut's early life. All of the speakers were interesting, informative and on

time with their presentations which greatly helped the day move along on schedule. The importance of this cannot be overstated. Nothing happened by chance. Everything happened because of great planning and hard work on the part of everyone involved.

As a former officer in the Round Table I cannot express strongly enough how impressed I am with the incredible event that was produced and how proud I am of everyone involved. Just before I left the event, Frank's wife said to me, "now that it's over I'll get my husband back." While the statement is made in jest it also shows the incredible work, dedication and commitment that Frank put into this event. I know others helped but I'm intentionally not mentioning names because I will surely miss someone and I don't like to do that. If you were involved, be proud of this event. In an organization with a long and proud history you made us a little prouder and helped us stand a little taller. You helped set a new bar for excellence!"

**Roger and Arleen Schnaare** gave us their thoughts: "On Saturday, October 20, I attended a one-day symposium on the "Civil War Navy" on board the Battleship New Jersey presented by the Old Baldy Civil War Round Table. I've always had some idea of the Civil War history from school, etc. and most recently from my wife, Arlene, an active member and membership chair of the Old Baldy CWRT. This symposium impressed me with how extensive Civil War history is and that members of the Old Baldy and Civil War history buffs, in general, are dedicated and enthusiastic in their study of the Civil War.

The speakers were super – all experts in their fields, entertaining and impressively knowledgeable. Dr. William M. Fowler Jr (Northeastern University) presented "The US Navy Prior to and Beyond the Civil War", Dr. Timothy B. Smith (University of Tennessee) – "Builders and Construction of the Ironclads" and Dr. Gary Joiner (Louisiana State University Shreveport) – "Naval Activities on the Western Rivers". A fourth speaker, Mr. Chuck Veit was scheduled to present "African Americans in the Union Navy" but was unfortunately injured the day before the symposium. His part of the program was admirably (pardon the pun) filled by Admiral David G. Farragut (Mr. Bruce W. Tucker, Rutgers University), a 1st person characterization of Farragut's "Battle of Mobile Bay".

And, what a venue for a naval symposium – the New Jersey Battleship. I wondered how one could have a sympo-

sium on a ship, but it worked out well. Evidently, the New Jersey hosts many events. There are three semi-permanent tents on the rear deck – the first hosted the vendors, the second and largest, the symposium proper and the third served as a break room for coffee and for lunch. The arrangement was a bit casual in that one was in a tent and walked on chipped, painted steel plates of a ship deck. The weather was cold and damp, but a couple of heaters kept the tents very comfortable. All in all, a very appropriate setting.

I've been to many symposia and as with any successful program, there are many people involved, far too many to recognize them all. However, three deserve special mention – Frank Barletta, Symposium chairperson and treasurer of Old Baldy, Kathy Clark, vice president and Richard Jankowski, president. As I understand, Frank had overall responsibility for planning the symposium; Kathy worked tirelessly on many projects. Richard, of course, needs to be recognized for his enthusiastic support and oversight. I was impressed with the level of planning – down to such things as the lunch preference printed on the name tab, truly a job well done.

In summary, this was a well-planned, enjoyable and educational symposium. Looking forward to the next one."

**Jim Heenehan** sent his thoughts:

Old Baldy's Civil War Naval Symposium was the perfect blend of historic location and wonderful speakers. Sitting on the aft deck of the USS New Jersey enlivened each of the speakers' presentations. Indeed, each break, I took time to wander about the battleship. Across the river, I could make out the Moshulu, the USS Olympia, and even the steeple of Christ Church.

All the speakers were great. I was especially interested to hear Tim Smith, whose books on Shiloh and Champion Hill I really enjoyed. He gave a fascinating account of the US Navy's victory at Fort Henry and its underappreciated significance. Perhaps my favorite speaker was the man who portrayed Admiral Farragut. I did not catch his name, but he filled in for an ill Chuck Veit on very short notice and gave a great talk on the battle of Mobile Bay. Chuck's talk was supposed to be on African American Civil War sailors and Admiral Farragut's talk included a salute to John Lawson, an African American seaman serving on the USS Hartford at Mobile Bay. A shell knocked out Lawson's ammunition party, yet Lawson singlehandedly served his magazine lift to get ammo to the guns despite his wounds and was awarded the Congressional Medal of Honor for his actions. All in all, a great day. ***The Roundtable certainly does appreciate all comments from our members so please do not hesitate to send your thoughts about this Naval Symposium. Your comments help the committee work to make an even better symposium for the future.***

## Today in Civil War History

1861 Friday, November 8

### Naval Operations

Overseas Confederate commissioners James Mason and John Slidell take passage aboard the British packet Trent out of Havana. Hearing of this, Captain Charles Wilkes of the USS San Jacinto forces the British vessel to heave to in the Old Bahama Channel. In spite of being in international waters, he forces the British captain to surrender his passengers before allowing the Trent to continue. The San Jacinto heads for Hampton Roads, while the Trent heads for Britain, still carrying the families of Mason and Slidell. This action comes close to changing the course of the war.

1862 Saturday, November 8

### The North

Further changes in the high command of the Union include the recall of General Butler from New Orleans, where he is replaced by General Nathaniel Banks. The reasons for this action are not clear: Butler is received with all due ceremony, but rumours persist that the general has been recalled because he has used his position in Louisiana for personal gain.

### Western Theater

There is a skirmish at Hudsonville, Mississippi, during which Union cavalry men capture nearly 200 Confederates.

1863 Sunday, November 8

### Eastern Theater

Colonels Penn and Godwin, commanding the two brigades of Hay's Confederate division, have breakfast with their captors. They are complimentary to the Union officers, saying ruefully that they had only just reported to Lee that they could hold their positions against anything the Yankees could throw at them. The Army of the Potomac continues its

probe over the Rappahannock, with skirmishes at Warrenton and around Culpeper Court House. The Federal raid into West Virginia continues, with a minor action at Second Creek.

### Western Theater

At Vermillionville and Bayou Junica in Louisiana's Teche country there are brisk skirmishes. Bragg's purge of the Army of the Tennessee continues with Major General John C. Breckinridge replacing the out-spoken Lieutenant-General Daniel H. Hill in command of the II Corps.

1864 Tuesday, October 11

### The North

President Lincoln defeats George B. McClellan in the presidential election. Winning 55 percent of the popular vote, the Republicans carry every state except Delaware, Kentucky, and New Jersey. For all Lincoln's worries, popular discontent with the war is not sufficient to produce a Democratic victory and possible peace talks with the Confederacy. Republicans and Unionists increase their majority in the House and the Senate. There will be no negotiations with the South, and the second session of the Confederate Congress will be its last.

## White Roses... Civil War Nurses

**Each Month I would like you to meet some of these heroic women.**

Nurses were not part of the Armies, There was no Nursing Corps. These were women who went off to contribute their efforts to helping the wounded, dying and ill. They helped in Hospitals, Battlefields and Camps. There are very few records and photographs of these brave women so the accounts are few.

### Louisa May Alcott

Louisa May Alcott was born in Germantown, Pennsylvania on November 29, 1832. She was the second daughter of schoolmaster Amos Bronson Alcott and Abigail Alcott. She endured a struggle-filled childhood as her father traveled from one failing business venture to another. At age eighteen, Louisa began teaching to supplement the family's meager income. She also worked as a seamstress, a domestic servant, and a governess. In December 1862, Louisa accepted a nursing position at Georgetown Union Hospital in Washington, D.C. She quickly gained the nickname of "nurse with a bottle" as she always wore a bottle filled with lavender water around her neck to combat the



Louisa May Alcott

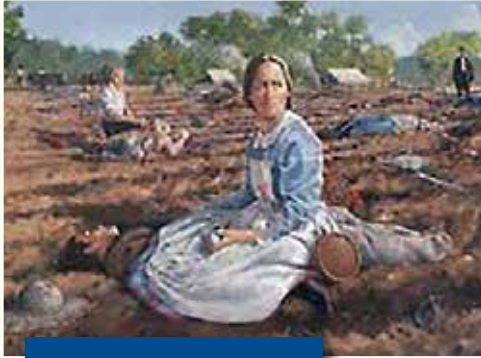
stench of the hospital. She often sprinkled the area around her with the lavender water. Although the smells of the wounded and dying reviled her, Louisa continued to nurse as long as her health permitted. She was forced to leave her position in 1863, when she contracted typhoid fever from her patients. During her recuperation, Louisa wrote of her experiences as a Civil War nurse in the Georgetown Union Hospital. They were published in her first book entitled

Hospital Sketches. The book is valuable for its colorful descriptions of Civil War medical activities. Appalled by the lack of sanitation, Alcott described the military hospital as a "perfect pestilence box." Alcott did not return to nursing after her bout with typhoid fever. She worked instead at assorted occupations that required little energy until her writing career blossomed. She is best known as the author

of Little Women. Louisa May Alcott died of spinal meningitis in Boston, Massachusetts on March 6, 1888, at age fifty-five. She was buried next to her parents in the Sleepy Hollow Cemetery in Concord.

**Fannie Beers**

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**Margaret E. Breckinridge**

Margaret Breckinridge was born in Philadelphia, Pennsylvania on March 24, 1862. Her mother died when Margaret was six and Margaret's grandparents in Princeton, New Jersey, raised her. Margaret often played with her cousin John, who would later be come Confederate General and Secretary of War, John C. Breckinridge. Margaret traveled to Lexington, Kentucky to further her education at the age of nineteen. In 1861, Margaret was in training at Lexington's Union Hospital. She was a nurse when the Federal and Confederate troops did battle just outside the city. After the Confederate troops left, Miss Breckinridge worked on hospital ships during the 1863 Mississippi Siege. Margaret's health was fragile and in March 1863, she was forced to return to Philadelphia. After a year of rest, she returned to nursing and accepted a position at the Philadelphia Epis-



Margaret E. Breckinridge

copal Hospital. Warned that she would die of exhaustion if she did not learn to pace herself, she responded, "Well, what if I do? Shall men come here by tens of thousands and fight and suffer and die and shall not some woman be willing to die to sustain and succor them?" On July 27, 1864, Margaret succumbed to the typhoid fever she had contracted while nursing the wounded, and was buried near her mother in Niagara Falls, New

York. She was thirty-two years old.

**Eliza Harris**

Very little is known about Eliza Harris before her marriage to Dr. John Harris. She assisted him in his practice prior to the Civil War. The two worked to improve hospital conditions.



Eliza Harris

When Fort Sumter fell, the women of Philadelphia organized an aid society to meet the needs of the wounded. Eliza was selected to head the society.

In April 1862, Eliza was asked to serve as a field agent for the United States Sanitary Commission and United States Christian Commission. She accepted both positions. It was her job to accompa-

ny the Army of the Potomac to the Peninsula and to inspect the hospitals at Fort Monroe.

After the Second battle of Bull Run, Eliza relinquished her commission title and worked in the field hospitals at Antietam, Gettysburg, Chickamauga, and Fair Oaks, Virginia. After serving at Fair Oaks, Eliza was transferred to a hospital ship. After a brief period of rest away from the stress of the field hospitals, Eliza returned to the medical corps serving the Army of the Potomac. It was her responsibility to nurse those in the wake of General Sheridan's bloody trail. She cared for those released from the Andersonville and Salisbury Prisons.

After the war, Eliza returned to a quiet, peaceful civilian life. Where and when she died is unknown.

*Editor's Note: These stories are from a book "White Roses... Stories of Civil War Nurses. Authored by Rebecca D. Larson. Available on Amazon.*

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

# Rebels, Ropes, and Reprieves

By Harry E. Neal, CWT, February 1976

**Before noon on the Fourth of July, 1863, two Libby prisoners would be chosen at random and hanged.**

This little-known true story begins with the thundering cavalry charge at Brandy Station, Virginia on June 9, 1863. There, in the clash of sabers and the crack of rifles, the bodies of hundreds of Confederate and Union soldiers toppled to the bloody ground. Some screamed; others would never make any sound again. Many, like Captain Henry W. Sawyer of Company K, 1st New Jersey Cavalry, were wounded and unable to flee. Even Brigadier General William Henry Fitzhugh Lee, son of the great Confederate General Robert E. Lee, was unhorsed, and although his men carried him from the field, he was later captured by Union forces. Captain Sawyer, however, was overlooked by his Union comrades and became a Confederate prisoner.

Sawyer was taken to the hospital at Culpeper Court House, Virginia and, after treatment, to Libby Prison in Richmond.

Libby Prison was built by Luther Libby in 1845 as a warehouse and was never intended to cage men. It was overcrowded, dirty, and damp, and the prisoner death rate was high. In these surroundings Captain Sawyer met another prisoner, Captain John M. Flinn of the 51st Indiana, and the two became fast friends. Sawyer, robust and cheerful, seemed to bolster the short, slender, and depressed Flinn.

After an almost steady diet of watery bean soup and bread, Sawyer and Flinn found that their clothes were so loose and shabby that the men resembled burlesque comedians. They even joked that after their exchange they would head north and get into show business as "living skeletons"!

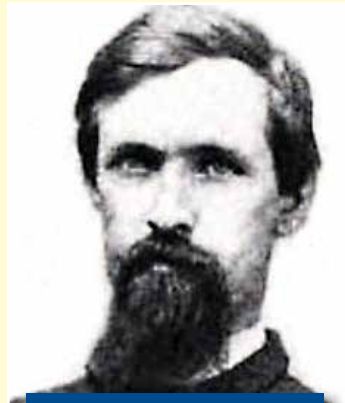
With the coming of daylight on July 6, Confederate Captain T. P. Turner assembled the Libby officer-prisoners. Sawyer was jubilant, expecting to be exchanged, and he and Flinn danced a weak jig. But Turner read his orders grimly: "Headquarters, Department Henrico, Richmond, July fourth, 1863. Special Orders No. 160. Captain T. P. Turner, Commanding Confederate States Prison, is hereby directed to select by lot from among the Federal captains now in his custody, two of that number for execution. Signed, John H. Winder, Brigadier General."

The prisoners' smiles faded slowly and they stared at each other with tired and puzzled eyes. Two among them were to be killed? Captain Turner did not explain, though he knew that two Confederates, Captains William F. Corbin and T. G. McGraw, had been caught spying among Union forces and that both had been executed by Major General A. E. Burnside. Apparently in simple retaliation General Winder planned to take two Union lives.

Turner faced the group to ask how they proposed to make the selection. There were whispers among the prisoners; then Captain Sawyer suggested that a number of black



Henry W. Sawyer



John M. Flinn

beans and white beans be put in a hat. The first black bean drawn would be the "First Death Prize" and the next would be the "Second Death Prize."

The men agreed. The beans were placed in a hat which was held aloft by a Union chaplain who was also a prisoner. Sawyer insisted that he be the first to draw, since he had suggested the method. He picked a bean from the hat. Shining against his pale palm was the First Death Prize.

Flinn insisted upon being next to draw. The chaplain shook the hat and Flinn groped for a bean with his bony fingers. The crowd was hushed. Flinn held his hand above the hat, revealing a black bean between his thumb and forefinger. A shiver of relief spread through the men who were spared. Turner left immediately to send the names of the two victims to Winder.

At ten o'clock the same morning another Confederate officer whose name is not recorded visited Sawyer and Flinn. They were to be executed before noon, he said; they asked permission to write letters to their loved ones at home. The prisoners were given writing materials, "But," Captain Sawyer said later, "we could not compose our nerves or our thoughts sufficiently to write . . . we bade our companions farewell, and distributed a few trinkets we had on our persons, and then after confiding to our warmest friends a few messages for our families we waited as quietly as we could, the coming of the death summons."

The summons came in the form of an ox-drawn cart with a cavalry guard in charge of the unnamed Confederate officer. Sawyer and Flinn rode in the cart toward the Richmond city limits, a journey which could not have been slower nor seemed swifter to two men about to die.

Suddenly a horseman galloped to the cart and halted the procession. The rider was a Roman Catholic bishop to whom Flinn complained that he was to be executed without the rites of the Church. Hoping to reach Jefferson Davis to plead for a delay, the bishop asked the Confederate officer to go as slowly as possible. The Rebel agreed, and it was past eleven when the cart rumbled to a stop in the

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**Libby Prison**



**Libby Prison Key**

shade of a lone giant oak at the top of a low hill overlooking the city.

The Confederates produced two stout ropes. Sawyer and Flinn grew angry, protesting that hanging was a dishonorable death for a soldier. As the Rebel officer assured them that his orders were, indeed, to hang them, the ropes were thrown over a limb of the oak and adjusted around the two scrawny necks. The men's hands were tied behind their backs, and they stood waiting for the cart to be moved, leaving them to dangle and die. Nevertheless, the officer promised to wait until one minute before twelve in case of reprieve.

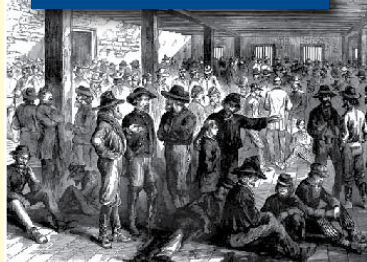
After 11:30 Sawyer asked to sit down, and the nooses were removed, allowing the prisoners to sit on the edge of the cart while two pairs of anxious eyes watched the road from the city. At five minutes before twelve the men were made to stand, the ropes were again adjusted, and the officer drew his sword preparatory to giving the death command. It was he who first saw the swirl of dust in the distance. Breathlessly the prisoners watched a horseman ride up the hill and hand the officer a dispatch. The officer smiled. President Davis had granted a ten-day reprieve.

When the ropes were loosened, Sawyer and Flinn hugged each other and cried. Back in Richmond they were taken to the headquarters of General Winder. "We were warned," Sawyer recalled, "not to delude ourselves with any hope of escape, as retaliation must and would be inflicted, and it was added that the execution would positively take place on the 16th, ten days hence."

The two were returned to Libby Prison, where they were thrown into a dungeon overrun with rats and vermin. The floor and walls were dripping wet and the ragged clothes of the two men were soon spongy with mildew. On the same day Sawyer was permitted to write a letter to his wife, explaining that she and their children would be allowed to visit him before his execution.

Sawyer's letter reached her on July 13. With a friend, Captain W. Whilden, she went to the White House on July 14 and gained an interview with President Abraham Lincoln. Startled by the revelations in Sawyer's

**Inside Libby Prison**



letter, the President asked the pair to return the next day, July 15—one day before the scheduled execution.

When they returned they learned that Lincoln, after conferring with his advisers and Major General Henry W. Halleck, had paced the White House floors until three o'clock that morning, seeking a solution to this problem. Finally, at the President's direction Halleck issued an order addressed to Colonel W. H. Ludlow, Union Agent for the Exchange of Prisoners of War.

It read:

*The President directs that you immediately place General W. H. F. Lee and another officer selected by you not below the rank of captain, prisoners of war, in close confinement and under strong guard, and that you notify Mr. R[obert] Ould, Confederate Agent for exchange of prisoners of war, that if Captain H. W. Sawyer . . . and Captain John M. Flinn . . . or any other officers or men in the service of the United States not guilty of crimes punishable with death by the laws of war, shall be executed by the enemy, the aforementioned prisoners will be immediately hung in retaliation. It is also ordered that immediately on receiving official or other authentic information of the execution of Captain Sawyer and Captain Flinn, you will proceed to hang General Lee and the other rebel officer designated as herein above directed, and that you notify Robert Ould, Esq., of said proceeding, and assure him that the Government of the United States will proceed to retaliate for every similar barbarous violation of the laws of civilized war.*

Colonel Ludlow immediately selected Captain Robert H. Tyler of the 8th Virginia Infantry as "the other man" to die with General Lee if Sawyer and Flinn were executed.

The Confederate reaction to the threat of execution for Robert E. Lee's son is not recorded, but it was evident in the fact that Sawyer and Flinn were fed on corn bread and water for twenty days in the dungeon and were then returned to the ranks of prisoners on the upper floors. They remained in doubt about their fate until March 1864, when they were taken down the James River to City Point, the exchange place for war prisoners. They were both so weak that they could not walk' without assistance, but they were happy to know they" were going home. As they prepared to leave the boat they met and congratulated General W. H. F. Lee and Captain Tyler, both coming aboard. Then Sawyer saw his wife waiting on the dock, and he knew that for him the war was over.

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



# The Sinking Of the Ruth

By Frederic S. Klein, CWT, July 1962

**What caused the explosion and fire that destroyed a Mississippi River steamer carrying 200 passengers and \$2.5 million in Federal army funds? The evidence pointed to Confederate espionage but the exact answer remains unknown.**

A few minutes before midnight, Aug. 4, 1863, the new side-wheel steamer Ruth was gliding down the dark river eight miles south of Cairo. Loaded with Army supplies, livestock, bituminous coal, and many cords of firewood, the Ruth was one of the chartered steamers on which the Federal armies in the West depended for transportation along that essential military artery, the Mississippi. This voyage was unique in that the steamer carried seven paymasters, a guard of 30 soldiers, and \$2.5 million in U.S. paper currency! The money was packed in six wooden boxes which were stacked along the larboard side of the saloon, just aft of the door leading to the promenade deck. On the deck directly below this treasure were 500 tons of dry firewood, coal, and bacon—a perfect recipe for a catastrophic barbecue!

All was quiet and peaceful on this lonely, uninhabited section of the river-way near Island No. 1. One of the paymasters had come on deck to enjoy the cool night air and chat with the captain. Only the sentries were awake, the 200 passengers having gone to their staterooms. But in a few moments pandemonium was to break out.

FIRE was discovered simultaneously by several people. Engineer Vandevort, waiting for his 12 o'clock relief, went amidships to get a drink of water. He saw an unusual light aft of the larboard wheel and realized it must be a fire. The Ruth had a new steam pump and fire hose for such emergencies, and the engineer shouted to a watchman to connect the hose, while he gave the alarm to the pilot through the speaking tube.

From the pilothouse, the pilot shouted to Captain Pegram and Paymaster Major Brinton on the hurricane deck that the steamer was on fire, and then rang the engine-room bell to stop the starboard engine, swing the Ruth around, and head full speed for the Missouri shore, a third of a mile away. The captain ordered several deckhands to wake the passengers and crew, then seized buckets and ran toward the stern; but before he had reached the center of the boat, flames were swirling over the upper deck. He shouted to the pilot, "Tell the engineer to whale it to her!"

The Ruth drove toward the dark riverbank at full speed. As they neared shore the pilot rang the engine-room bell again to stop the engines, but the signal was never heard,

because the engine room, now spouting flames had been abandoned. The Ruth struck the bank at full speed!

Margaret Ann Hill, a Negro chambermaid, also discovered the fire. She had been near the stern when she smelled smoke, and, after checking lamps in the nursery room, she saw flames pouring over the heads of the mules tethered outside on the lower deck. Even the floor was hot, as she woke up other chambermaids sleeping in the nursery and began arousing the passengers.

MAJOR BRINTON ran below to the saloon, where he found the guard on duty and paymasters Mendenhall and White, who had just heard the alarm from the chambermaid.

Brinton shouted, "Stand by your post, boys!" and turned out the full guard under arms. Pay-masters were awakening their clerks in state-rooms and trying to find their iron safes and government records, but the flames were shooting high through both decks from the stern, and few people had time to save more than the clothes they happened to be wearing. Flames

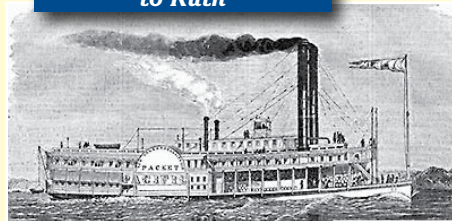
began to enter the saloon itself, and Major Brimon ordered the guard to try to save the boxes as they neared the shore. Lieutenant Kurier and a sergeant lifted one of the three

100-pound boxes and attempted to carry it outside and down to the gangplank. Major Brinton had gone out on the deck, leaning over the rail as they approached the shore. Sleepy, half-dazed clerks, worried paymasters, nervous soldiers, frantic passengers, and bawling cattle were crowded at the bow as the blazing ship struck with a terrific crash against a narrow, sandy bank at the edge of a 30-foot bluff.

All was wild confusion for a moment. Major Brinton had pitched head foremost over the rail, falling into the crowd on the lower deck. The money box fell on Kurier, then tumbled down the stairs. Another man went over the railing with Major Brinton, hitting the deck with a crash and never stirring afterwards. Smoke and flames burst out through all the upper decks, and the passengers crowded toward a gangplank or jumped into the shallow water. Mate James Cain was in the bow, getting a heavy chain cable ready to make fast to shore, and for a moment it seemed that the burning boat might be safely moored.

But there was no snag or tree on the narrow bank to tie to, and the heavy chain snagged on the bow. Both paddle-wheels were still turning, and when the great larboard wheel caught on the bank, it swung the bow out. Despite the efforts of deckhands and passengers to hold the cable by hand, and to the horror of those still aboard, the Ruth turned out again into the mile-wide river. Wet and half-na-

A Steamer Similar to Ruth



ked, Major Brinton's paymasters watched the roaring flames devour the upper saloon deck where the \$2.5 million was stored. Steam pipes exploded, the engines stopped, the larboard wheel fell down and held the boat for a while. Then she drifted downstream four miles, trailing flames and smoke until the dragging chain caught on a snag and anchored her. The Ruth soon became a blazing ark filled with glowing coals, as her upper structure collapsed into the hull.

Passengers swam, drowned, suffocated, or burned to death. One man jumped from the boat when 30 feet from shore, only to have a frantic ox leap on top of him. A young clerk, Lamson, unable to swim, tried to save himself on a shutter, but was lost. The river was filled with charred debris, dead and half-burned livestock, and papers and baggage.

What had caused the fire? Had there really been \$2.5 million in those boxes?

The testimony of every available witness was taken before a Board of Inquiry during the next few weeks. It was brought out that the money was in the boxes when they were taken from the Treasury at St. Louis. The quartermaster's wagon had made only one brief stop on its way to the levee, when the boxes became displaced in front of the Olive Street House, where Major Brinton and his clerk helped to rearrange them. They were taken on board with the guard of soldiers and under constant supervision. Some thought that the deck directly under the boxes might have been cut through, and the money taken out from below, but with two guards on duty in the immediate vicinity, this was considered impossible. It seemed certain that the money was on board and in the boxes.

The speed with which the fire had spread led to immediate suspicion of incendiarism, and there were many mysterious circumstances. Supplies downriver to the Union armies were often the object of guerrilla raids, and only two nights before an attempt had been made to fire the naval depot at Cairo.

It was clear that on the Ruth the blaze had started very suddenly near the stern, on the lower deck on the larboard side, near a carpentry shop, empty deckhands' quarters, and where the livestock were penned. The Ruth had left St. Louis on the evening of the 3d and had tied up that night for several hours along the river, apparently because of low water in the channel. When she arrived at Cairo, about 9 o'clock the next evening, paymaster W. B. Mendenhall heard a voice on the wharf exclaim, "Here comes the paymaster's boat!" indicating that someone must have had advance notice of the trip. One of the mates, William Patterson, had left the Ruth at Cairo, and the first mate, James Cain, said that Patterson had been in the Confederacy, and that he had been arrested and imprisoned as a Rebel on coming north to St. Louis.

The most specific evidence was given by Margaret Ann Hill, who had been sitting near a window earlier in the evening and said she "saw a shortish white man, with light trousers and a straw hat, going about the mules with a globe lantern." He was not one of the deckhands, but had been around the mules during the day. "Tonight he was not watering the mules. One of them kicked at him and I heard him curse. He went to the carpenter's closet just aft of the wheel, and squatted down—I thought he was after some of the chickens—then he went across under the upper deck."

The chambermaid went to the bathroom shortly after wards and smelled cotton burning. She looked in the washroom stove and at the lamps, but there was no fire there, and then she saw smoke and flames coming over the heads of the animals, near the carpenter shop. Later, after the boat had crashed into the river bank, she said the same man jumped off the bow and shouted, "Hurrah for Old Abe Lincoln's boat burning up," and wished "all the god-damned niggers would get burned up!" She said, "For God's sake, don't talk so while the boat is on fire!" Peggy Hill signed this dramatic testimony with her mark, but no other survivors could confirm her statement.

The possibility of an accidental fire seemed remote, since the Ruth was burning very little wood at the time, and screens in the tall stacks allowed few sparks to escape.

One very important problem for the Treasury Department was whether any or all of the boxes might have been thrown or fallen overboard before the boat was completely consumed, and might be floating down the river or lying on the bottom.

Every paymaster, clerk, and soldier who might have been near the boxes of money was carefully questioned. Paymaster William H. Jameson had been in bed, and with only time to throw on part of his clothing, had passed through the saloon and had seen the boxes but was unable to remain because of the fire. The only objects he saw thrown from the boat were two trunks, one of which he used as a float to swim 300 yards to shore.

Henry S. Goddard, Brinton's clerk, was asleep until the boat crashed. He saw the boxes in the saloon as he ran through to jump overboard, but flames were even then bursting through the windows of the clerk's office. James Spencer, a ship's clerk, ran to his office in the saloon to save his records and saw the boxes and the guard still there as he left the ship. Major Brinton had given the guard instructions to move the boxes as soon as the boat reached shore, but the money was still there when he was thrown over the rail, and five soldiers on guard remained faithfully at their posts on board as the burning boat drifted down the river.

Maj. William Wallace White, paymaster, who had been in the saloon at the time of the fire alarm, ran back to his stateroom to secure his trunks and personal property, but found the fire burning through the floor of his cabin. By the time he returned, half the saloon was in flames, and he ran down to the gangplank as the boat struck the shore. Before he could step ashore, the boat drew away, and the gangplank slipped into the water, striking and drowning three people.

Two clerks, Greves and Loomis, found a skiff on shore and rowed out near the drifting wreck, detached the yawl which was towed at the stern, and went completely around the doomed steamer. They found only six feet of the bow which was not in flames, on which were clustered three pathetic little goats, pets of the ship's crew.

Major Brigdon, a paymaster, was sure the boxes could not have been moved from the upper deck without the crowd below having noticed them, and he believed that the fire started in the tremendous amount of combustible material stored directly beneath the saloon must have consumed everything. Sebastian Worth, Sergeant of the Guard, and Lieutenant Kurier had attempted to carry out one box, but he said they dropped it when the ship struck. Cpl. John Di-

eterle, who had changed the guard only 10 minutes before the fire, heard the order to save the boxes if possible, but he saw none moved. Pvt. Phillip Sohns, the last guard to leave, saw only the attempt to move one box.

Major Mendenhall, who had been in the saloon with Major White, saw nothing suspicious. He and his clerk jumped ashore. He saw no boxes moved, but did find some of his own papers floating in the river the next day.

Major White had noticed that the staterooms located alongside the saloon and the money were unfinished and unoccupied. The deck outside these staterooms extended about eight feet; and from this point, the lower main deck extended another 12 feet. This meant that the boxes in the cabin must have been more than 20 feet from the outer edge of the boat, and that they must have fallen into the hull of the boat during the fire, rather than into the river. He, too, left the saloon when it was half in flames and noticed, when he jumped off near the shore, that the flames were high over the wheelhouse.

It was apparent that no one had unloaded any of the boxes from the boat, but there was the possibility that some or all of the boxes might have separated somehow from the wreckage, and have remained partially intact.

The survivors on the river bank remained stranded for a few hours after the Ruth drifted downstream, but about 3:30 a.m. a passing steamer, the Shingiss, was hailed and they returned to Cairo, where Major Brinton telegraphed the news to paymaster Febiger and secured a government steamer to return to the wreck. As might have been expected, canoes, skills and rafts were swarming about the scene of the tragedy, with natives looking for anything salvageable. Cattle and mules which had survived were found in the possession of nearby farmers, and some government stores were found and repossessed. The wrecked hulk of the Ruth had burned loose from the trailing chain cable and floated further downstream, and was now sinking in some 25 feet of water and mud.

Major Brinton chartered the Rob Roy for \$20 per day and posted a guard detail of 12 men to keep looters away from the wreck. A few days later, divers appeared and began their search of the sunken hulk. In five days of diving, enough evidence was recovered to indicate that the money had gone down with the boat. Fragments of charred notes of all denominations were found, indicating that all of the boxes had gone down with the boat. The iron safes of the paymasters were recovered, containing only charred ash and small amounts of melted glass—the remains of the paymaster's inkstands.

The government had not really lost the money, since these were new Treasury notes which had never been in circulation. Soldiers on the lower Mississippi would have to wait a little longer for their overdue June 30 pay. Secretary of War Stanton was asked to have Congress relieve the paymasters of legal responsibility for the money which had been destroyed. Relatives and comrades mourned the loss of approximately 30 passengers. How had the fire started? The Board of Inquiry, headed by Maj. Gen. David Hunter, Brig. Gen. George K. Strong, and Maj. F. D. Callender decided that it was of incendiary origin, not necessarily to destroy the money, but as part of a policy of crippling Union water transportation. The paymasters were cleared of negligence.

Had some one come aboard while the boat was moored in the river the previous night? Had Confederate spies at Cairo waited for the Ruth, knowing it was carrying the paymasters and their payroll? Had a slow fuse and a gunpowder bomb been placed on the boat, timed to start a fire when the boat was on a lonely stretch of the river?

Had the mysterious prowler among the mules lit a fuse or a pile of inflammable material near the straw-filled livestock pens? Was it the mysterious mate, suspected of rebel sympathy, who left the boat at Cairo? Or, like Mrs. O'Leary's cow in Chicago, did an Army mule kick at a lantern and start the whole disaster?

## October 11th Meeting

### "The Philadelphia Navy Yard: Mainstay Of The Fleet, 1801-1995"

by Kathy Clark

After the Revolutionary War the US Navy was disbanded, but by 1789, American ships were being seized by pirates in the Mediterranean along the Barbary Coast. As a result of these activities President George Washington urged the US Congress to authorize the building of six frigates and reestablish the United States Navy to stop these attacks and the demand for more and more money. One of the frigates, the USS Constitution was built so the Chesapeake Navy could protect US ships from the attacks by French and British naval forces.

The Philadelphia Navy Yard became the official US Navy site in 1801. The navy yard was built originally for repairing ships but it was the Naval Act of 1875 that stated that the navy yard would build new ships, not repair them, as the Navy became more important to our Nation's safety. The first new ship built was the USS Franklin (designed by Josiah Humphrey's son) after the War of 1812. Joshua Humphreys, American ship builder and naval architect, was a very important ship builder in Philadelphia. He was asked to design the construction of the six frigates. At this time President Jefferson decided to close all the navy

Joseph-James Ahern



yards except Washington D.C. These six frigates were the entire US Navy at the time of the War of 1812. The following frigates, all built in different Navy Yards, USS United States (1797): USS Constellation (1797): USS Constitution (1797): USS Chesapeake (1799): USS Congress (1799): and the USS President (1800). By 1837, Joshua Humphreys was able to build larger and heavier ships such as the USS Pennsylvania, the largest ship at the time. It was said that this ship "looks like a city". It was the USS United States that was built at the Philadelphia Navy Yard by Joshua Humphreys, appointed Master Constructor of the ships in Philadelphia.

Another outstanding person who did important service in Philadelphia was Dr. Thomas Harris, founder of the Naval Medical School in Philadelphia. At this time there were three medical schools in the US but none in Philadelphia. Dr. Harris wanted a commission to build a medical school. The trustees agreed as long as there were bodies to attend the school. He served as the President of the Naval Board of Medical Examiners and organized the first post graduate Medical School for Naval Medicine. It was Dr. Harris who recruited many qualified seamen to get instruction at this Naval Hospital. The Medical Corps of the Navy became an important aspect of Naval Service.

During the outbreak of the Civil War, Admiral Samuel Frances DuPont (member of the South Atlantic Blockading Board) was aboard the frigate Wabash from Norfolk, Virginia commanding the largest fleet at the time. He was also the Commandant of the Philadelphia Navy Yard and had a 40-year career in the Navy. His failure to attack Charleston, South Carolina with success during naval operations against the Confederate Fleet resulted in the relief of his command. He returned to Washington to serve briefly on a board reviewing naval promotions.

After the Civil War the navy yard needed a larger site and in 1871 new facilities were built on League Island at the Delaware and Schuylkill Rivers. In 1874 there were two Navy Yards in Philadelphia with one on land owned by the Pennsylvania Railroad. It was Philadelphia who became the birthplace of the US Navy. By 1908 the yard was doing repairs again and mothball service but it was World War I that caused the yard to build the Naval Aircraft Factory, which closed in 1946 after World War II. During the depression, President Roosevelt built ships at the Navy yard, USS Shaw, USS Washington, USS Wichita and by August 20, 1941 the Navy Yard had the largest dry dock in the World. By 1943, 1/3 of workers were women and was the greatest period for shipyard repairing and building ships. World War II the yard built 53 warships and repaired over 574. The yard also repaired submarines at this time. In the Naval Laboratory work was done on the Manhattan Project. During the Cold War tests and overhauling ships continued but by 1993 the ship yard closed for lack of work. The USS John F. Kennedy was the last ship built at the Navy Yard.

Today the City of Philadelphia is now the landlord of the property but it is the Navy who owns the property. The yard is home to 120 companies with 30,000 employees. It is also the Naval Inactive Ship Maintenance Facility which stores decommissioned and mothballed warships and auxiliary naval vessels. The US Naval Ship Systems Engineering Station, the Propeller Shop and Foundry, and the Naval Inactive Ship Maintenance Facility remains in operations on the site. Redevelopment took place in 2000 and was so

successful that today, the Navy Yard has seen a rebirth.

Thank You Joseph-James Ahern for an informative presentation on the history of the Philadelphia Navy Yard. Much of the information was new and very interesting. Many of us had fathers, grandfathers, uncles or other friends and family who worked at the Navy Yard. This information came home to our families in understanding the history of this yard. Our October meeting was a success and well worth attending.



**Flat Old Baldy's Travels**



**Ed Bearss with Flat Old Baldy (his favorite Civil War horse) before his tribute dinner.**

**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.*

**WEB Site: <http://oldbaldycwrt.org>**  
**Email: [oldbaldycwrt@verizon.net](mailto:oldbaldycwrt@verizon.net)**  
**Face Book: Old Baldy Civil War Round Table**

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

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**Face Book: Old Baldy Civil War**

## **Round Table**

### **EVENTS**

Just a note: I am writing part 2 of the symposium report for next months newsletter. If any member wants to submit a few paragraphs about their experiences on the battleship, I will welcome them. Just email me with the article and it will be in the next newsletter. Thank you to all the members who have given me their thoughts on our Naval Symposium already.

Kathy Clark

Email: [Klynn522@comcast.net](mailto:Klynn522@comcast.net)

Friday, November 9; 7pm-11pm

T"Stargazing along the canal", Griggstown Grassland Preserve, 1091 Canal Road, Griggstown, NJ (Franklin Township). Sponsored by the D & R Canal Watch. Pre-register at [wpetko02@gmail.com](mailto:wpetko02@gmail.com) (weather permitting)

### **THE CIVIL WAR INSTITUTE AT MANOR COLLEGE IN ASSOCIATION WITH THE DELAWARE VALLEY CWRT – AND THE BRAND NEW “MILITARY HISTORY INSTITUTE”**

The Civil War Institute is a personal enrichment program that brings courses in Civil War History to the Delaware Valley in a non-stress, adult environment at Manor College. All of the courses in the program are taught by instructors who are members of the Delaware Valley Civil War Round Table, many of whom are also members of the GAR Museum & Library

Semesters include multiple-week courses, 2-week courses and 1-night seminars. Classes may be taken individually or as part of a certificate program. Completion of four core courses (each 4 weeks/8 hours), plus any 24 hours of electives will now be required to receive the certificate.

Recently, the Delaware Valley CWRT inserted classes about World War II into the Civil War Institute curriculum. The response was so positive that a brand-new enterprise has been spun off, covering not only World War II but ALL military history. This new enterprise, branded the Military History Institute, goes beyond our own shores and embraces both ancient and modern times to include anything of historical interest.

As students of the Civil War we have long regretted that we will never have the opportunity to hear first-hand accounts of

their experiences. Now, we are in a similar era where each day we lose more and more of the veterans of the “Greatest Generation”. We feel it is our duty and our privilege to keep alive their deeds and their memories through our Military History Institute. We would love to have your support. And bring along a friend or colleague!

Meanwhile, the Civil War classes will go forward undiminished and undiluted – with existing classes that have generated interest in the past and new ones that are hoped will spark even more response in the future.

Manor College is located at 700 Fox Chase Road in Jenkintown, PA. You may call (215) 884-2218 to register or online <http://manor.edu/academics/adult-continuing-education/civil-war-institute/>

For those who haven't been at the College for a while, it is worth noting that the Academic Building, also known as the Mother of Perpetual Help Building, is equipped with an elevator. The classrooms are air-conditioned, and the old student desks have been replaced with more comfortable adult chairs, desks and tables. There is also a ramp from the parking lot to the Academic Building.

**\*\*Civil War Medicine** – 2 nights (4 hours) – The doctors and nurses who treated sick and wounded soldiers faced a daunting task: Antibiotics and the science of bacteriology didn't exist; crude sanitation and polluted water were deadly. In the Civil War, more soldiers died of disease than of battle wounds. Military doctors had to become medical explorers.

And why were there so many amputations?

Instructor: Herb Kaufman, M.Ed.

Fee: \$55

Mondays, September 17 & 24

**\*\*Terrorism in the Civil War** – NEW – 2 nights (4 hours) – The Civil War is often called “the gentleman's war”, yet from John Brown's Raid through the end of the war, there are many accounts of terrorism. The terrorists – termed bushwhackers, guerrillas, partisan rangers and scouts – accounted for many incidents of murder, conspiracy, bomb plots and massacres.

Instructors: Herb Kaufman and Hugh Boyle

Fee: \$55

Tuesdays, October 2 & 9

**\*\*“River of Death” – The Battle of Chickamauga** – 1 night (2 hours) – Two controversial generals – the contentious Braxton Bragg and the eccentric William Rosecrans – went head to head along the north Georgia creek whose Cherokee name meant “River of Death”. The two-day blood-bath was a major Confederate victory, but Virginia-born Union Gen. George Thomas kept the defeat from becoming a disaster and earned the title “Rock of Chickamauga”.

Instructor: Jerry Carrier

Fee: \$30

Monday, October 15

**\*\*“Angels of the Battlefield” – Nuns in the Civil War** – NEW – 1 night (2 hours) – More than 600 Catholic Nuns tended to the wounded during the Civil War. Representing 12 orders and 22 congregations, they worked as nurses on battlefields as well as in hospitals. They knew no politics, as they served in both the North and the South, and treated all soldiers of either side. This course will focus on their acts of charity, their challenges and sacrifices, and the many honors and testimonials bestowed on them.

Instructor: Walt Lafty

Fee: \$30

Wednesday, October 24

**\*The Lincoln Assassination** (Core Course) – 4 nights (8 hours) – The assassination of our 16th president will be studied as an historical event. The military, social and legal aspects of 1865 will be analyzed. Special emphasis will be given to the conduct of the military commission that tried the alleged conspirators. Guilty or not guilty? Justice or no justice?

Instructor: Hugh Boyle

Fee: \$105

Wednesdays, November 7, 14, 21 & 28

**\*\*WAR! WAR! WAR! 1861, The Awakening** – 1 day (2 hours) – Did anyone really want war? Did anyone really expect it would happen? This class will look at the climate that drove secession, the early stumbling by both sides to get on a war footing, and the realized horror that shocked America out of its naiveté, when the summer of 1861 proved that one fight would not be enough.

Instructor: Pat Caldwell, M.A.

Fee: \$30

Saturday, December 1, 10:00 am to noon – NOTE TIME

**\*\*Slavery & Secession: Discussion Seminar** – NEW – 1 day (2 hours) – “States’ Rights, Our Peculiar Institution, Abolition, the Union must and shall be preserved.” Discussion participants confront the political, moral and social issues facing Americans – beginning with the Constitutional Convention, through the firing on Fort Sumter.

Instructor: Herb Kaufman, M. Ed.

Fee: \$30

Saturday, December 8, 10:00 to noon – NOTE TIME

### **MILITARY HISTORY INSTITUTE FALL SEMESTER CLASSES**

**From Little Big Horn to Wounded Knee – The Last of the Plains Indian Wars, 1876-1890** – NEW – 1 night (2 hours) – This class will examine the bloody culmination of the Plains Indian Wars from Colonel George Armstrong Custer’s defeat along the banks of the Little Big Horn, the murder of Crazy Horse and death of Sitting Bull, to the outbreak of the Ghost Dance religion and the tragedy of Wounded Knee in 1890.

Instructor: Steve Wright, M.A.

Fee: \$30

Thursday, September 13

**“Seeing the Elephant(s)” – Hannibal’s War with Rome** – NEW – 1 night (2 hours) – As Rome strengthened its influence over the Italian peninsula, external wars threatened the republic’s dominance. One of her rivals for control of the Mediterranean was the Carthaginian Empire under the Barcid Dynasty, led by Hannibal Barca. This course will examine the history of the hatred between Rome and Carthage, and why Cato the Elder ended every speech in the Roman Senate with the phrase “Carthago delenda est – Carthage must be destroyed.”

Instructor: Pat Caldwell, M.A.

Fee: \$30

Thursday, November 1

**A Fox in the Desert** – NEW – 2 nights (4 hours) – Beginning with Italy’s invasion of Egypt in September 1940, North Africa was a major theater in World War II, and German Field Marshal Erwin Rommel became “The Desert Fox”. This course follows the fortunes of the Allies and the Axis through December 1942, when Rommel was forced to retreat from El Alamein.

Instructor: Lance Lacey

Fee: \$55

Mondays, November 12 & 19

## **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.*

## **Schedule of Old Baldy CWRT Speakers and Activities for 2018/2019**

**December 13 – Thursday**

**Dr. Cheryl Renée Gooch**

**“Hinsonville’s Heroes: Black Civil War Soldiers of Chester County, Pennsylvania”**

**January 10 – Thursday**

**Hal Jespersen**

**“Civil War Cartography”**

**Questions to**

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

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