

Old Baldy

Civil War Round Table of Philadelphia



July 17, 2013, The One Hundred and Fiftieth Year of the Civil War

John F. Reynolds: “Duty - Honor - Sacrifice”



The meeting on **Wednesday, July 17**, will take place at **Camden County College** at **7:15 PM** in the **Connector Building - Room 101 Forum, Civic Hall, Atrium.**

Arlene Harris will speak in first-person format as **Catherine (“Kate”) Reynolds**

Landis, the sister that **John F. Reynolds** was closest to throughout his life. Presenting information based on Reynolds’ family letters, as well as military records, “Kate” will start by reviewing her brother’s early life and education, particularly his experiences in the

Mexican War. After explaining how what he learned and accomplished shaped the Code of Honor he would live and die by, she will show how truly dedicated and valuable to his country he was, and how General Reynolds contributed to the Union victory at Gettysburg. Her talk will emphasize the last weeks of John Reynolds’ life, leading up to his tragic but heroic death on July 1, 1863.

Arlene has been researching John Reynolds for about 25 years. Her abiding interest in Reynolds is at least partially due to the resemblance she sees between the General and her own brother Paul, who passed away in 1995. She says that the two men were similar in many ways, and she finds that taking care of Reynolds’ grave in Lancaster helps her feel closer to her brother, who was cremated and whose ashes were scattered at sea. Thus she can also identify closely with Kate Reynolds Landis, and feel both pride in the accomplishments of a beloved brother and grief that he was struck down in his prime.

Please join us for a very special “living historian” presentation at 7:15 p.m. on Wednesday, July 17th, at Camden County College, Blackwood Campus, Connector Building - Room 101.

Notes from the President...

Hope everyone had a safe and enjoyable Independence Day holiday. We had a cooler time in the Mid-west reaching the 175th ballpark with stops in Sleeping Dunes, New Salem, IL, the Stephen A. Douglas tomb in Chicago and Speedway, IN. Look forward to hearing about your adventures at the meeting and in future newsletters.

The Camden County College location of the “New Jersey at Gettysburg” lecture had the most attendance of the series. Thank you to all who assisted in making this happen. As I told the 150th Committee: “South Jersey Rules!!” The Civil War event at Roebling was pleasant and it was good to see some of our members there. **Paul Lader** dazzled us last month with interesting facts on the Civil War. Thank you to **Kerry Bryan** and those present for the “Congratulations” card. This month **Arlene Harris** will enlighten us on Major General John Reynolds.

The By-laws committee will have a revised copy for review at the meeting this month. Next month’s meeting will be a discussion about the War in the East versus the War in the West. It will be a fun night, come prepared to support your case for which was more significant to the outcome of the war. New Jersey Day at Gettysburg on July 20 will begin at 11 AM at the 7th NJ monument at the intersection of the Wheatfield Road and Sickles Avenue. Talks and tours will be given in the afternoon on New Jersey troops during the battle. There is also a vintage baseball tournament in town that weekend. Our own **Jim Heenahan** will present “Colonel Ira Grover, 7th Indiana at Gettysburg” to the Del Val CWRT on August 20th.

We should have more details about our October trip to visit Old Baldy at the meeting. Rumor has it that AMART will be reorganized this fall and our round table could play a role. Details will be provided when available. The celebration for the founding of Camp William Penn will be 10-4 on September 21st at Historic La Mott. In the fall we will be setting up a committee to plan an Old Baldy dinner for early in 2015. If you are interested in being involved please let **Bill Hughes** know.

Stay cool and bring a friend to our meeting on the 17th.

Rich Jankowski, President

Welcome new members...

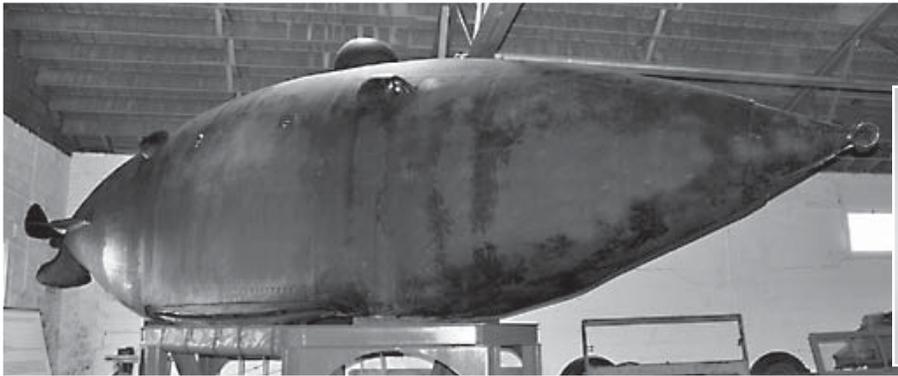
**Arlene Baker - Westmont
Don Forsyth - Stratford**

Wednesday, July 17, 2013 - 7:15 PM - Blackwood Campus - Camden County College

A Union Whale Surfaces in New Jersey

Intelligent Whale, the war's most advanced submarine, has been sitting quietly for years in a New Jersey museum. Many thought it was a postwar machine. It's time to rewrite American naval history.

By Mark K. Ragan
America's Civil War Magazine May 2008



The Intelligent Whale located in the National Guard Militia Museum of New Jersey in Sea Girt, New Jersey .

Continued from June issue

For the next four months artisans in Newark worked through the New Jersey winter casting various components while workers riveted large, half-inch thick steel hull plates to internal iron ribs. Some laborers installed high-pressure valves and air pumps, while others filed down external rivet heads to provide as smooth a hull surface as possible. Thick glass viewports were riveted into place.

Just three months or so after Secretary Welles and Admiral Dahlgren gave Merriam the go-ahead, newspapers in both the North and the South reported H. L. Hunley's sinking of USS Housatonic off Charleston. As word of this dramatic event circulated throughout the nation, Merriam and his partners decided the time was right to reestablish contact with the Navy Department. On February 29, 1864, Woodruff Barnes—on behalf of Merriam and his partners— sent letters to both Secretary Welles and Assistant Secretary Gustavus Fox. In his letter to Fox, Barnes wrote, "I addressed the Secretary of the Navy recently and again today in regard to proposed operations in Charleston Harbor in removing obstructions and blowing up gun boats, torpedoes etc. Our vessel is nearly completed, the plan of it you have seen.... Our vessel has been quality built and the public knows nothing of it. We can be ready in about two or perhaps three weeks." On March 2 Secretary Welles telegraphed Barnes, "When your submarine boat is completed the Department will order its examination at your request."

By mid-April partners Merriam, Bushnell and Rice—with Barnes acting as secretary and treasurer—formed the American Submarine Company. Although completion of their submarine took a bit longer than the "two or perhaps three weeks" mentioned in Barnes' letter, by late July 1864 the vessel had been transported to New York and was undergoing trials in Long Island Sound. After receiving that news, Secretary Welles ordered an examination of the Intelligent Whale, setting stage for August 4. The report filed by the inspectors after that trial indicates that Merriam and his partners had not been prepared for a comprehensive evaluation of their submarine. The naval inspectors stated that "No attempt was made to navigate the vessel when submerged, but upon the surface the vessel barely moved through the water... no compressed air was furnished for



Model of the Intelligent Whale.

experiment ... The vessel was submerged in 15 feet of water ... Six men were in the boat during this trial, and experienced no inconvenience. The equilibrium of the vessel was perfectly maintained... No provisions were made for submarine operations in armor (in modern terms this means that no diver was used to demonstrate how a person could exit the submarine and work outside)... In conclusion we would state that the vessel was offered for inspection before the designers were prepared to illustrate the several objects for which she was built. In our opinion the vessel can only be used as a self propelling diving bell, to make submarine explorations and preparations for removing obstructions in comparatively smooth and peaceful waters. "

Although representatives of the American Submarine Company petitioned Secretary Welles for a copy of the unflattering report, the secretary refused and subsequently turned down the group's offer to operate the vessel in Charleston Harbor. Their original plan in tatters, the investors quickly decided to bring their secret weapon out of the shadows. Within weeks they arranged for more comprehensive demonstrations for the Northern press. The following article regarding one such demonstration appeared in the October 1864 edition of Scientific American.

"A Submarine Vessel: Entering the singular vessel from the top, the door was closed, and the order, "Men to your places," given to the little crew, who promptly obeyed. When everything was ready, Mr. Merriam turned some valves and the compressed air came hissing in, producing an unpleasant sensation upon the drum of the ear, of which one was at once relieved by inspiring and swallowing. The vessel seemed perfectly under control, for we stopped when half down to the bottom, and raised the door on the bottom of the boat... we were on the bed of the river, 20 odd feet underwater, this distance requiring an additional pressure to resist the water with the door open. We could stand on the bottom of the river and not wet our feet, and at that distance underwater could easily see to read by the light that came in at the glass windows....

To return to the rest of the world only a few strokes of the pumps were necessary; the air rushed out of the bottom and the boat was quickly on the surface of the water. We moved with a propeller easily under as well as upon the water, and in all respects the vessel worked so completely that its success is undoubted,"

Continued on page 3

The good notices in such a widely read and respected publication brought the sub to the attention of Oliver Halsted, an influential Washington lobbyist and trusted confidant of President Abraham Lincoln. Within months Halsted became the majority stockholder in the American Submarine Company and, by early March 1865, the submarine's owner. Enjoying easy access to President Lincoln, Halsted presented a plan to the commander in chief to use the submarine to remove Confederate obstructions in the James River near Richmond. Lincoln dispatched Halsted southward to meet with Lt. Gen. Ulysses S. Grant, who endorsed Halsted's plan.

In early April, however, the Confederate government abandoned Richmond, and Halsted sold *Intelligent Whale* to the U.S. government in 1866. Various naval engineers experimented with the vessel, and numerous articles regarding its underwater trials appeared in the press during the last

decades of the 19th century. For many years the submarine was on display as a curiosity at the Brooklyn Navy Yard where— according to an 1897 article in *The New York Times*— it waited to be sold as scrap to the highest bidder. Spared that ignominious fate, *Intelligent Whale*, originally designed in 1863 to enter Charleston Harbor, is now poised to receive the attention it deserves for its technological advances and for its significance as the Union's only surviving submarine.

Mark, K. Ragan served as the historian for the project that raised CSS H. L. Hunley. He is also the author of Union and Confederate Submarine Warfare in the Civil War (Da Capo Press), and other books about the war on the high seas. A diver, Ragan has participated in numerous underwater explorations.

Vicksburg Campaign

Vicksburg is the Key!

At the time of the Civil War, the Mississippi River was the single most important economic feature of the continent — the very lifeblood of America. Upon the secession of the southern states, Confederate forces closed the river to navigation, which threatened to strangle northern commercial interests.

President Abraham Lincoln told his civilian and military leaders, "See what a lot of land these fellows hold, of which Vicksburg is the key! The war can never be brought to a close until that key is in our pocket...We can take all the northern ports of the Confederacy, and they can defy us from Vicksburg." Lincoln assured his listeners that "I am acquainted with that region and know what I am talking about, and as valuable as New Orleans will be to us, Vicksburg will be more so."

It was imperative for the administration in Washington to regain control of the lower Mississippi River, thereby opening that important avenue of commerce, and enabling the rich agricultural produce of the Northwest to reach world markets.

It would also split the South in two, sever a vital Confederate supply line, achieve a major objective of the Anaconda Plan, and effectively seal the doom of Richmond. In the spring of 1863, Major General Ulysses S. Grant launched his Union Army of the Tennessee on a campaign to pocket Vicksburg and provide Mr. Lincoln with the key to victory.

Grant's March (March 29-April 30)

For the Union, the spring of 1863 signaled the beginning of the final and successful phase of the Vicksburg Campaign as General Grant initiated the march of his Army of the Tennessee down the west side of the Mississippi River, from Milliken's Bend to Hard Times, Louisiana. Leaving their encampments on March 29, Federal soldiers took up the line of march and slogged southward over muddy terrain, building bridges and corduroy roads as they went. Grant's column pushed first to New Carthage, then to Hard Times, where the infantrymen rendezvoused with the Union navy.

Passing the Vicksburg Batteries (April 16)

On April 16, while Grant's army marched south through

Louisiana, part of the Union fleet, commanded by Rear Admiral David Dixon Porter, prepared to run by the Vicksburg batteries. At 9:15 p.m., lines were cast off and the vessels moved away from their anchorage above the city with engines muffled and all lights extinguished to conceal their movement.

As the boats rounded De Soto Point, they were spotted by Confederate lookouts who spread the alarm. Bales of cotton soaked in turpentine and barrels of tar lining the shore, were set on fire by the Southerners to illuminate the river. Although each vessel was hit repeatedly, Porter's fleet successfully fought its way past the Confederate batteries losing only one transport, and headed downriver to the rendezvous with Grant on the Louisiana shore south of Vicksburg.

Bombardment of Grand Gulf (April 29)

It was Grant's intention to force a crossing of the river at Grand Gulf, and move on "Fortress Vicksburg" from the south. For five hours on April 29, the Union fleet bombarded the Grand Gulf defenses in an attempt to silence the Confederate guns and prepare the way for a landing. The fleet, however, sustained heavy damage and failed to achieve its objective. Admiral Porter declared, "Grand Gulf is the strongest place on the Mississippi."

Not wishing to have his transports loaded with troops attempt a landing in the face of enemy fire, Grant disembarked his command and continued the march south along the levee.

Bruinsburg Crossing (April 30-May 1)

Undaunted by his failure at Grand Gulf, Grant moved farther south in search of a more favorable crossing point. Looking now to cross his army at Rodney, Grant was informed that there was a good road ascending the bluffs east of Bruinsburg. Seizing the opportunity, the Union commander transported his army across the mighty river and onto Mississippi soil at Bruinsburg on April 30—May 1, 1863. In the early morning hours of April 30, infantrymen of the 24th and 46th Indiana Regiments stepped ashore on Mississippi soil at Bruinsburg. The invasion had begun.

The landing was made unopposed and, as the men came ashore, a band aboard the U.S.S. Benton struck up "The Red, White, and Blue." The Hoosiers were quickly followed by the remainder of the XIII Union Army Corps and portions of the XVII Corps — 17,000 men. This landing was the largest amphibious operation in American military history until the Allied invasion of Normandy during World War II. Elements of the Union army pushed inland and took possession of the bluffs, thereby securing the landing area. By late afternoon of April 30, 17,000 soldiers were ashore and the march inland began. Moving away from the landing area at Bruinsburg, the Federal soldiers rested and ate their crackers in the shade of the trees on Windsor Plantation. Late that afternoon the decision was made to push on that night by a forced march in hopes of surprising the Confederates and preventing them from destroying the bridges over Bayou Pierre. The Union columns resumed the advance at 5:30 p.m., but instead of taking the Bruinsburg Road — the most direct road from the landing area to Port Gibson — Grant's columns swung onto the Rodney Road, passing Bethel Church and marching through the night.

Battle of Port Gibson (May 1)

Shortly after midnight the crash of musketry shattered the stillness as the Federals stumbled upon Confederate outposts near the A. K. Shaifer house. Union troops immediately deployed for battle, and their artillery, which soon arrived, roared into action. A spirited skirmish ensued which lasted until 3 a.m, with the Confederates holding their ground. For the next several hours an uneasy calm settled over the woods and scattered fields as soldiers of both armies rested on their arms. Throughout the night the Federals gathered their forces in hand and both sides prepared for the battle which they knew would come with the rising sun.

At dawn, Union troops began to move in force along the Rodney Road toward Magnolia Church. One division was sent along a connecting plantation road toward the Bruinsburg Road and the Confederate right flank. With skirmishers well ahead, the Federals began a slow and deliberate advance around 5:30 a.m. The Confederates contested the thrust and the battle began in earnest.

Most of the Union forces moved along the Rodney Road toward Magnolia Church and the Confederate line held by Brigadier General Martin E. Green's Brigade. Heavily outnumbered and hard-pressed, the Confederates gave way shortly after 10:00 a.m. The men in butternut and gray fell back a mile and a half. Here the soldiers of Brigadier General William E. Baldwin's and Colonel Francis M. Cockrell's brigades, recent arrivals on the field, established a new line between White and Irwin branches of Willow Creek. Full of fight, these men re-established the Confederate left flank.

The morning hours witnessed Green's Brigade driven from its position by the principle Federal attack. Brigadier General Edward D. Tracy's Alabama Brigade, astride the Bruinsburg Road, also experienced hard fighting. Although Tracy was killed early in the action, his brigade managed to hold its tenuous line.

It was clear, however, that unless the Confederates received heavy reinforcements, they would lose the day. Brigadier General John S. Bowen, Confederate commander on the field, wired his superiors: "We have been engaged in a furious battle ever since daylight; losses very heavy. The men

act nobly, but the odds are overpowering." Early afternoon found the Alabamans slowly giving ground. Green's weary soldiers, having been regrouped, arrived to bolster the line on the Bruinsburg Road.

Even so, by late in the afternoon, the Federals had advanced all along the line in superior numbers. As Union pressure built, Cockrell's Missourians unleashed a vicious counterattack near the Rodney Road, and began to roll up the blue line. The 6th Missouri also counterattacked, hitting the Federals near the Bruinsburg Road. All this was to no avail, for the odds against them were too great. The Confederates were checked and driven back, the day lost. At 5:30 p.m., battle-weary Confederates began to retire from the hard-fought field.

The battle of Port Gibson cost Grant 131 killed, 719 wounded, and 25 missing out of 23,000 men engaged. This victory not only secured his position on Mississippi soil, but enabled him to launch his campaign deeper into the interior of the state. Union victory at Port Gibson forced the Confederate evacuation of Grand Gulf and would ultimately result in the fall of Vicksburg.

The Confederates suffered 60 killed, 340 wounded, and 387 missing out of 8,000 men engaged. In addition, 4 guns of the Botetourt (Virginia) Artillery were lost. The action at Port Gibson underscored Confederate inability to defend the line of the Mississippi River and to respond to amphibious operations. Confederate soldiers from these operations are buried at Wintergreen Cemetery in Port Gibson.

Grant's Army Pushes Inland (May 2-11)

To support the army's push inland, Grant established a base on the Mississippi River at Grand Gulf. Contrary to assertions by modern-day historians, the Union army relied heavily on the Grand Gulf supply base to sustain its movements in Mississippi. Only after reaching Vicksburg and re-establishing contact with the fleet on the Yazoo River, did Grant abandon this vital supply line.

Instead of marching directly on Vicksburg from the south, Grant marched his army in a northeasterly direction, his left flank protected by the Big Black River. It was his intention to strike the Southern Railroad of Mississippi somewhere between Vicksburg and Jackson. Destruction of the railroad would cut Pemberton's supply and communications lines, and isolate Vicksburg. As the Federal force moved inland, McClernand's Corps was positioned on the left, Sherman's in the center, and McPherson's on the right.

Battle of Raymond (May 12)

On the morning of May 12, 1863, Major General James B. McPherson's XVII Corps marched along the road from Utica toward Raymond. Shortly before 10:00 a.m., the Union skirmish line crested a ridge, and moved cautiously through open fields into the valley of Fourteen Mile Creek, southwest of Raymond. Suddenly a deadly volley ripped into their ranks from the woods lining the nearly dry stream.

As the battle progressed, McPherson massed 22 guns astride the road to support his infantry, while Confederate artillery also roared into action, announcing the presence of Brigadier General John Gregg's battle-hardened brigade. The ever-combative Gregg decided to strike with his 3,000-man brigade, turn the Federal right flank, and capture the

entire force. Faulty intelligence led Gregg to believe that he faced only a small Union force, when in reality McPherson's 10,000-man corps was on the road before him..

Thick clouds of smoke and dust obscured the field and neither commander accurately assessed the size of the force in his front. Gregg enjoyed initial success, but as successive Confederate regiments attacked across the creek to the left, resistance stiffened and it became clear that a much larger Federal force was on the field. By early afternoon, the Confederate assault was checked and Union forces counterattacked.

Union brigades continued to arrive on the field and deploy in line of battle on either side of the Utica road. In piecemeal fashion, McPherson's men pushed forward at 1:30 p.m., driving the Confederates back across Fourteen Mile Creek. The ensuing fight was of the most confused nature, for neither commander knew where their units were or what they were doing.

However, Union strength of numbers prevailed. The Confederate right flank along the Utica road broke under renewed pressure, and Gregg had no alternative but to retire from the field. His regiments retreated through Raymond along the Jackson Road, bivouacking for the night near Snake Creek. There was no Federal pursuit as McPherson's troops bedded down for the night in and around the town.

The fight at Raymond cost Gregg 73 killed, 252 wounded, and 190 missing, most of whom were from the 3rd Tennessee and the 7th Texas. McPherson's losses totaled 446 of whom 68 were killed, 341 wounded, and 37 missing.

Battle of Jackson (May 14)

The engagement at Raymond led Grant to change the direction of his army's march and move on Jackson, the state capital. It was the Union general's intention to destroy the important rail and communications center in the city, and scatter any Confederate reinforcements which might be moving toward Vicksburg. McPherson's Corps moved north through Raymond to Clinton on May 13, while Major General William T. Sherman pushed northeast through Raymond to Mississippi Springs. To cover the march on Jackson, Major General John A. McClernand's Corps was placed in a defensive position on a line from Raymond to Clinton.

Late on the afternoon of May 13, as the Federals were poised to strike at Jackson, a train arrived in the capital city carrying Confederate General Joseph E. Johnston, ordered to the city by President Jefferson Davis to salvage the rapidly deteriorating situation in Mississippi. Establishing his headquarters at the Bowman House, General Johnston was apprised of troop strength and the condition of the fortifications around Jackson. He immediately wired authorities in Richmond, "I am too late," and instead of fighting for Jackson, ordered the city evacuated. John Gregg was ordered to fight a delaying action to cover the evacuation.

Trivia

How did island No. 10, a site of major strategic importance, get its unusual name?

Starting at the mouth of the Ohio River and going south, it was the tenth island in the Mississippi River

A heavy rain fell during the night, turning the roads into mud. Advancing slowly through the torrential downpour, the corps of Sherman and McPherson converged on Jackson by mid-morning of May 14. Around 9 a.m., the lead elements of McPherson's corps were fired upon by Confederate artillery posted on the O. P. Wright farm. Quickly deploying his men into line of battle, the Union corps commander prepared to attack. Suddenly, the rain fell in sheets and threatened to ruin the ammunition of his men by soaking the powder in their cartridge-boxes. The attack was postponed until the rain stopped around 11:00 a.m. The Federals then advanced with bayonets fixed and banners unfurled. Clashing with the Confederates in a bitter hand-to-hand struggle, McPherson's men forced the Southerners back into the fortifications of Jackson.

Meanwhile, Sherman's corps reached Lynch Creek southwest of Jackson at 11 a.m. and was immediately fired upon by Confederate artillery posted in the open fields north of the stream. Union cannon were hurried into position, and in short order drove the Confederates back into the city's defenses. The stream was unfordable, forcing Sherman's men to cross on a narrow wooden bridge. Reforming their lines, the Federals advanced at 2:00 p.m. until they were stopped by canister fire. Not wishing to expose his men to the deadly fire, Sherman sent one regiment to the right (east) in search of a weak spot in the defense line. These men reached the works and found them mainly deserted, with only a handful of state troops and civilian volunteers left to man the guns in Sherman's front. At 2:00 p.m., Gregg was notified that the army's supply train had left Jackson and decided to withdraw his command. The Confederates moved quickly to evacuate the city and were well out the Canton Road to the north when Union troops entered Jackson around 3 p.m.. The "Stars and Stripes" were unfurled atop the capitol by McPherson's men, symbolic of Union victory.

Confederate casualties in the Battle of Jackson were not accurately reported, but were estimated at 845 killed, wounded, and missing. In addition, 17 artillery pieces were taken by the Federals. Union casualties totaled 300 men, of whom 42 were killed, 251 wounded, and 7 missing.

Not wishing to waste combat troops on occupation, Grant ordered Jackson neutralized militarily. The torch was applied to machine shops and factories, telegraph lines were cut, and railroad tracks destroyed. With Jackson's resources rendered ineffective, and Johnston's force scattered to the winds, Grant turned with confidence toward his objective to the west — Vicksburg. NPS

To be continued... next issue (August)

Battle of Champion Hill (May 16)
Battle of Big Black River Bridge (May 17)
First Assault (May 22)
Second Assault (May 22)
Seige of Vicksburg (May 26-July 3)
Surrender (July 4)

Trivia

What was the shortest time required for a letter from San Antonio, Texas, to reach Washington?

Ten days.

Today in Civil War History

Wednesday July 17, 1861 Patterson Ponderous Proves Problematical

Armies were on the move today. The main Federal force, under McDowell, was a disorganized shambles, dropping valuable equipment and supplies along the roadside because they proved too heavy to carry on the march. Fortunately for them, at the end of the march to Fairfax Court House they discovered more supplies, left behind by the Rebel army for similar reasons. Confederate commander P.G.T. Beauregard was nervous about being outnumbered, but Jefferson Davis reassured him that reinforcements, under Joseph E. Johnston, were on the way. Why was this so? Because Union Gen. "Granny" Patterson, who was supposed to keep Johnston's men tied up in the Shenandoah, had retreated to Charles Town instead. Johnston and army hopped a train for a place called Manassas Junction.

Thursday July 17, 1862 Currency Concerns Cause Confusion

Did you ever wonder why, to this day, some of your bills will have a line on them telling you not to send payment in the form of cash, coins, "or stamps"? Who on earth would pay their bills with stamps?, you might say. It was indeed once the custom, as on this day President Abraham Lincoln signed a bill authorizing the use of postage stamps as legal tender. The reason was the extreme shortage of small coins, as the copper, silver and other metals which would have been used to make them was diverted into the war effort. Money came in a riotous confusion of denominations and issuers anyway, as "Illinois money" might be accepted in Ohio, or accepted at a discount, or not accepted at all. Paper stickers to prepay for postage was a relatively new custom anyway but at least people were used to it.

Friday July 17, 1863 Odd Opponents In Oklahoma Offensive

It wasn't called Oklahoma yet anyway. The only major battle fought in was just known as "Indian Territory" took place today. On the Union side was the command of Gen. James G. Blount. His men proceeded to Elk Creek, in the vicinity of the hamlet of Honey Springs, and took on the foe. The Confederates, under the direction of Gen. Douglas H. Cooper, fought bravely for as long as they could, but were finally compelled to withdraw due to a lack of ammunition. Interestingly enough, a good number of the Union troops were black, and a high percentage of the forces in gray were themselves Indians. Both sides tried to recruit Native Americans during the Civil War, with the Confederates having an easier time of it due to longstanding Native grievances with Washington. They did not take well to traditional army discipline, although they made superb light cavalry.

Sunday July 17, 1864 Johnston Job Justly Jettisoned

The long-expected axe fell on the career of Joseph Eggleston Johnston today. His tenure as head of the Army (and Department) of Tennessee had been one of continual decline, retreat, desertion and despair. Johnston had been in many ways one of the great Confederate generals since the days of First Bull Run, but his talents were not up to taking on William Tecumseh Sherman. What had finally sunk Johnston's job was the fateful act of telling the truth to his Commander in Chief: that it was not possible for him to prevent Sherman from taking Atlanta, Ga. Davis wrote today that "...as you failed to arrest the advance of the enemy to the vicinity of Atlanta, far in the interior of Georgia, and express no confidence that you can defeat or repel him, you are hereby relieved from command..." Appointed to replace him was what was left of Gen. John Bell Hood.

www.civilwarinteractive.com

June 19th Meeting... "The Civil War: A Sampling of the Strange, the Odd, the Fascinating, the Mundane, and the Outright Fabricated."

Paul Lader gave us a great presentation on fascinating facts about the Civil War and its participants. With his lawyer style he kept us intrigued with the stories he had to present. It also shows that he did a lot of research into his subjects. Paul is a fine gentleman and I am sure he is welcomed back to Old Baldy at anytime he would like to return.



A thank you from the "Beverly Bee" of Beverly, New Jersey (a monthly paper of Beverly)

A "thank you" to **Bill Hughes**, author of the Beverly Civil War Hospital book and **Bob Russo** of the Old Baldy Civil War Roundtable, now based in South Jersey. Bill was selling and signing his book and as always open to questions about the hospital. Bill is still gathering more information. Bob was doing the promotion of Old Baldy to the attendees with a display and answering questions and inviting people to our meetings who may be interested in finding out who and what an "Old Baldy" is.

Trivia

What was the maiden name of the First Lady of the Confederacy?

Varina Howell

Varina Howell... the New Jersey connection

The lands of historic Peachfield Plantation were laid out and named by Deputy Governor John Skene in 1686, and were sold by his widow Helena to pioneer Henry Burr in 1695. Burr and his sons built the stone house on the site, fronting on Burr's Road near Mount Holly, in the period 1725 to 1732.

Two centuries later, in 1928, the interior was destroyed by fire; and the house was restored by Mr. and Mrs. Normari Harker. Mrs. Harker deeded the property to the National Society of the Colonial Dames of America in the State of New Jersey, and today it is maintained as one of the principal historic sites in the County of Burlington.

Such in brief is the history of a patriarchal homestead. From the Burrs of Peachfield sprang many a notable figure of history. Henry Burr's daughter Elizabeth became the mother of John Woolman who in a typical gesture, in the year 1763, sponsored the marriage by extraordinary Friends Ceremony of a noted ex-slave, William Boen, to servant-girl Dido of the Burr household. It was one of numerous weddings on the site of Peachfield.

John Burr Jr. of Peachfield helped to develop Mount Holly by building the "upper hotel" there in 1749, later to become the Washington House. Henry Burr's grandsons owned much of the land on which Vincentown was laid out; and of particular interest was Joseph Burr's "Oak Mill" near Vincentown, where Keziah Burr was born in 1758.

Twenty years later this young Quakeress was courted at "Oak Mill" by Richard Howell of Cumberland County - who practiced law for a time in Mount Holly, and who during the Revolutionary War served as a secret agent for General Washington. The two were married in 1779. Keziah Burr Howell became the first lady of New Jersey when her husband was elected Governor in 1794.

Their son William Burr Howell, a hero of the War of 1812, traveled to Mississippi where he became the father of Varina Howell - who in due course married a lawyer many years her senior, Jefferson Davis, to become Varina Howell Davis, first lady of the Confederacy. Her courageous years

in defeat and subsequent years as a brilliant writer have been retold in several biographies. Her death came at New York City in 1906.



Thus the Burrs of Peachfield and their descendants, men of pioneering blood and women of beauty and talent, have spanned the decades of sectionalism, War, and State, across three centuries.

Burlington County Cultural and Heritage Commission

Events

Wistar Institute

As the nation celebrates 150 years since the Civil War, I want to let you know that the Wistar Institute is lending several Civil War artifacts from our founder Isaac Jones Wistar, who began as lieutenant-colonel in the 71st Regiment of Pennsylvania Volunteers, to later become a Union Army Brigadier General.

Wistar was key in establishing a haven for slaves called "Slabtown," and whipping Yorktown's garrison into shape. He is the focus of an exhibit at the **Colonial National Historical Park in Virginia**, from July 20 to May 2014.

Here's a link to the Wistar Institute blog about the artifacts we loaned to CHNP: <http://www.wistar.org/wistar-today/wistar-wire/2013-06-04/brigadier-general-isaac-wistar%E2%80%99s-civil-war-relics-head-south-new>

Trivia

What lawyer went to war as major of the Twenty-third, Ohio, attained the rank of brevet major general, and later said that those years were "the best years" of his life?

**Rutherford B. Hayes,
nineteenth president of the United States.**

Germans and the Civil War

**A Symposium Honoring German-Americans
in the Civil War at the 150th Anniversary**

**Saturday, September 7, 2013
10am – 4:00pm**

German Society of Pennsylvania
611 Spring Garden Street Philadelphia, PA 19123
215-627-2332

The German Society of Pennsylvania teams up with the General Meade Society, the Civil War History Consortium of Philadelphia, the G.A.R. Civil War Museum & Library and the Civil War Round Tables to sponsor this unique Symposium. The Symposium seeks to promote the study of the service of German-Americans in the Civil War. Cost (\$40 per person).

Thank you for joining us for an in depth view of the German Community 150 years ago in the Civil War!

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611 Spring Garden Street Philadelphia, PA 19123
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email: info@germansociety.org
www.germansociety.org

Trivia

When the Civil War began, what future general tried to answer the call for volunteers but was rejected?

U. S. Grant

Schedule of Old Baldy CWRT Speakers and Activities for 2013

July 17 – Wednesday

Major General John Reynolds: "Duty, Honor, Sacrifice"
Arlene Harris

**August 15 – Thursday
Roundtable Discussion**

(Western Theater vs Eastern Theater)
Rich Jankowski - Moderator

**September 12 – Thursday
Camp William Penn**
Jim Paradis

**October 10 – Thursday
New Jersey Civil War Surgeons**
Valerie Josephson

**November 14 – Thursday
1863 Program**
Paula Gidjunis

**December 12 – Thursday
Meade at Fredericksburg**
Don Ernsberger

Questions to Kerry Bryan at 215-564-4654 or
kerrylll@verizon.net

You're Welcome to Join Us!

National Museum of Civil War Medicine

Announces the speakers for its Fifth Annual
July Lecture Series

July 11, 18 & 25, 2013.....It's Free!

Three respected military authors share their expertise and insight on Thursday evenings July 11, 18 and 25, 2013. The Fifth Annual July Lecture is free and open to the public. The National Museum of Civil War Medicine's Delaplaine-Randall Room opens its doors at 7:00pm. The one hour lecture starts at 7:30pm. First come first serve, reservations are not accepted

48 E. Patrick Street, Historic Downtown Frederick,
MD. \$1.00 garage parking is located behind the
museum.

See our website at www.CivilWarMed.org, contact:
Education@CivilWarMed.org or 301-695-1864 x17 for
more information.

New Jersey at Gettysburg Day

The New Jersey Civil War Heritage Association in conjunction with the New Jersey Civil War 150th Committee will be rededicating the NJ monuments of the Gettysburg Battlefield. The ceremony will take place near the 7th NJ monument near the intersection of the Wheatfield Road and Sickles Avenue. At 1:30pm, Dr. David Martin, author of the New Jersey at Gettysburg Guidebook and Gettysburg, July 1, will lead a battlefield tour of the NJ related sites and monuments on the battlefield. Licensed Battlefield Guide Lawrence Korczyk and historian Jim Lamason will assist Dr. Martin with the presentations.

The website link for updates is
<http://njcivilwar.org/>

**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**

Annual Memberships	President: Richard Jankowski
Students: \$12.50	Vice President: Bob Russo
Individuals: \$25.00	Treasurer: Herb Kaufman
Families: \$35.00	Secretary: Bill Hughes
	Programs: Kerry Bryan

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