

Old Baldy Civil War Round Table of Philadelphia



March 8, 2007, The One Hundred and Forty-Seventh Year of the Civil War

*See what's inside the brick walls
of 1805 Pine Street...*



The March 8th Meeting of the Old Baldy Civil War Round Table **will start at 7:30 PM** on Thursday at the Civil War and Underground Railroad Museum at 1805 Pine Street in Philadelphia. **Andrew Coldren** will bring out and discuss some of the artifacts that have been stored away for many years away from the eyes of the public. He will discuss the current state of the collection, and answer any questions. Andrew is the curator here at the Museum. He has Master's degrees from Villanova (American History), and Drexel (Library Science). He first came to the Museum as a volunteer about three years ago. He was hired as a specialist for the William Penn Foundation funded inventory project, and is now the full time curator.

His position now is to manage the collection, see to its preservation needs, create new displays when possible, provide information on it for programming and tours, handle incoming and outgoing loans, and anything else collections oriented.

President's Message

More than a dozen members braved the bone-chilling cold for a stimulating evening of stimulating discussion during our February **"round table"** meeting on the Lincoln assassination. Our longtime friend **Hugh Boyle**, President of the Del-Val CWRT, led the dialogue which easily could have gone on for another couple of hours. Everyone who attended the meeting seemed to have a great time and

asked when we might have another such round table discussion. Our next such round table discussion meeting will likely be in July, with the topic having something to do with the battles of Vicksburg and Gettysburg. (Which battle was actually more important to putting an end to the war and why, why has Gettysburg overshadowed Vicksburg, etc.? Like the Lincoln assassination, the discussion questions about these two battles are almost endless.... So, start reading!)

I am struck, here in March of 2007, just how vociferous the 2008 Presidential race seems to be. Unlike my wife, who loves watching the campaigns, I am already tired of the political advertisements and the talking heads on television analyzing everything ad nauseam. Recently, when looking for inspiration, I turned to Abraham Lincoln's Second Inaugural Address. If you haven't read the speech, you should - it's very short and very accessible. It isn't complicated and like all great works, it is as relevant today as the day it was presented on March 4, 1865. He began quite simply, "At this second appearing to take the oath of the Presidential office there is less occasion for an extended address than there was at the first." The country had been embroiled in a very divisive war for nearly four years. The document is one of healing in which he talks to all people of the country. Of course he closed with the classic words: "With malice toward none, with charity for all, with firmness in the right as God gives us to see the right, let us strive on to finish the work we are in, to bind up the nation's wounds, to care for him who shall have borne the battle and for his widow and his orphan, to do all which may achieve and cherish a just and lasting peace among ourselves and with all nations."

Of course the media often not all that kind to Abraham Lincoln while he was President, but I've often wondered how today's media would deal with him were he President today with all his quirks, his ungainly appearance, and his seemingly unpolished ways. It would be interesting....

I hope to see you at the March meeting!

Steven J. Wright, President

**Bring a friend, neighbor and another Civil War buff to enjoy a fascinating subject
and to support our speakers at Old Baldy.**

From the Treasurer's Desk

Thanks to everyone who attended the February meeting of Old Baldy. We had a truly outstanding discussion of the Lincoln Assassination. Special thanks to **Hugh Boyle** and **Steve Wright** for their insights and leadership in the discussion. This was the first of what will become a regular feature of Old Baldy. Let us know what other topics you find of interest as we want to schedule future discussions based on the interests of the membership.

I would like to extend our very sincere appreciation to all those members who have paid their dues in January and February. Very special thanks to **Jerry Jennings**, **Robert Mulberger**, and **Steve Wright** for their most generous donations. If you have not yet paid your dues, please maintain your membership and send your dues to me at your earliest convenience. We have some really great programs and discussions planned and we hope that you will remain a member of this renowned round table. Dues are still only \$25.00 (\$35.00 for the entire

family). Send your dues payable to "OLD BALDY CWRT" to: **Herb Kaufman, Treasurer, 2601 Bonnie Lane, Huntingdon Valley, PA 19006.**

Old Baldy is now operating in cooperation with the Civil War & Underground Railroad Museum. I hope that all the members will have an opportunity to visit the museum with their friends and family. Remember, the museum will now remain open until 5:30 and reopen again after dinner at about 6:45 on meeting nights.

At our March meeting **Andrew Coldren** will bring out many of the historic artifacts and documents that are not on public display. This will give our members a personal look at many of the truly historic items in the museum's collection.

We hope that everyone will come out to a meeting and join in the discussions. It's a great night out with friends who share your interests and enthusiasm for this era.

All the best, and hope to see you in March,

Herb Kaufman, Treasurer

Today in Civil War History

C.S.S. Virginia terrorizes Union Navy 1862

The Confederate ironclad Virginia wrecks havoc on a Yankee squadron off Hampton Roads, Virginia. The C.S.S. Virginia was originally the U.S.S. Merrimac, a forty-gun frigate launched in 1855.

The Merrimac served in the Caribbean and was the flagship of the Pacific fleet in the late 1850s. In early 1860, the ship was decommissioned for extensive repairs at the Gosport Navy Yard in Norfolk, Virginia. It was still there when the war began in April 1861, and Union sailors sank the ship as the yard was evacuated. Six weeks later, a salvage company raised the ship and the Confederates began rebuilding it.

The project required \$172,000 to build an ironclad upon the Merrimac's hull. A new gun deck was added and an iron canopy was draped over the entire vessel. The most challenging part of the construction came in finding the iron plating. Richmond's Tredegar Iron Works finally produced it, but the plant had to alter its operations to roll more than 300 tons of scrap iron for the two-inch thick plating.

The Virginia was launched on February 17, 1862. On March 9, it steamed from Norfolk toward Union ships guarding the mouth of the James River at Hampton Roads. Rumors of the ironclad had circulated for several days among the Yankee sailors, and now they saw the creation first hand. They soon wished they hadn't. The Virginia attacked the U.S.S. Cumberland, firing several

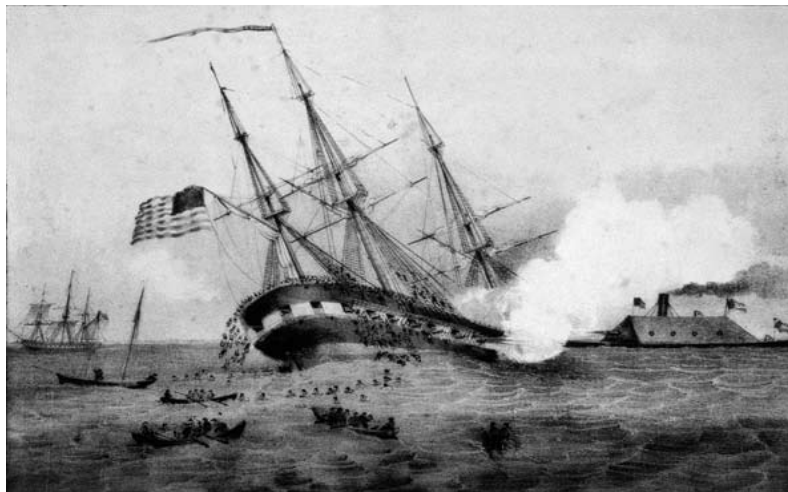
shots into her before ramming the Federal ship and sinking it. The other Union ships fired back, but the shots were, in the words of one observer, "having no more effect than peas from a pop-gun." Ninety-eight shots hit the Virginia, but none did significant damage. The Virginia then attacked the U.S.S. Congress, which exploded when fires caused by the Confederate barrage reached the powder magazine. The Virginia next ran the U.S.S. Minnesota aground before calling it a day.

It had been the worst day in U.S. naval history and it signaled the end of the wooden ship era. But help was on its way—the next day, the Virginia fought the most famous naval duel in history with the U.S.S. Monitor, a Union ironclad that was able to fight the Confederate ship to a draw.

HistoryChannel

The Society of Women and the Civil War

The Society of Women and the Civil War (www.swcw.org) is contacting Civil War Round Tables throughout the country in the hope of expanding our membership. We will be holding our 9th conference in Chester County PA from July 27th - July 29th, 2007. Our members include authors, researchers, archivists, historians, librarians, genealogists, teachers, re-enactors, etc. Our conferences have been held at Hood College, Shenandoah University, the Museum of the Confederacy, and Virginia Tech University. Since its inception in 1997, SWCW has become one of the premier organizations promoting



research and the dissemination on information on women and the Civil War.

We would like to extend an invitation to join SWCW to all those interested in the contributions of women during the era of the Civil War. Please visit our website www.swcw.org.

Bonnie Mangan, SWCW Board Member
bfmangan@verizon.net or bfmangan@mac.com



**Our own Herb Kaufman
at the George Meade Birthday Mermorial**

Men And Women Of The Union'. Call For Volunteers!

**Now you can serve your country, and the memory of
our late Beloved President, Abraham Lincoln.**

The Lindhill Institute is re-creating the Trial of the Lincoln Conspirators on Saturday, April 14th, 2007, at the Columbia County Courthouse in Bloomsburg, Pennsylvania. This program is a fully-costumed event, and will utilize the talents of judges, attorneys, Civil War re-enactors, teachers, students and all who are interested in this crucial time in our history. *Note: Because of the extraordinary nature of the testimony, our program may be continued on the following Saturday, April 21st.*

Trial Of The Lincoln Conspirators brings to life the most dramatic, impacting trial in the history of our country. And you can participate in this living history event! Roles are available for witnesses, defense attorneys and court personnel. Each one of these roles presents a fascinating, rewarding opportunity for the participant.

Special Appeal To Civil War Re-enactors: This program is dedicated to the memory of Abraham Lincoln,

16th President of the United States and Commander-in-Chief of our armed forces. Your participation is crucial for historical accuracy, and for the proper memorialization of the late President. Please contact us if your participation is possible. We hope it will be.

The Lindhill Institute is a community volunteer organization. All Lindhill programs are staffed by volunteers, and all our programs are free and open to the public. Please write us at Lindhill Institute, Box 132, Dallas, PA. Visit our website at lindhill.org or call us at (570) 574-5625

Old Baldy's Real Old Time Roundtable Meeting February 8, 2007

What a great meeting... **Hugh Boyle**, President of the Del-Val CWRT, and **Steve Wright** led the discussion. Questions rained from what was the intellectual make up of the conspirators and to the ones who got away... there was even the Philadelphia connections (Booth and another conspirator and the conspirator's wife)... we could have had carried the discussion on for several more hours.

Everyone who attended the meeting seemed to enjoy this type of meeting and are looking forward to many more... several subjects are being discussed and will be announced for a July meeting...



E-mail Address Request

Want to help the Old Baldy CWRT save money?
Have your newsletter sent each month to your
e-mail address. E-mail Mike Cavanaugh at:
chief96pbi@rcn.com

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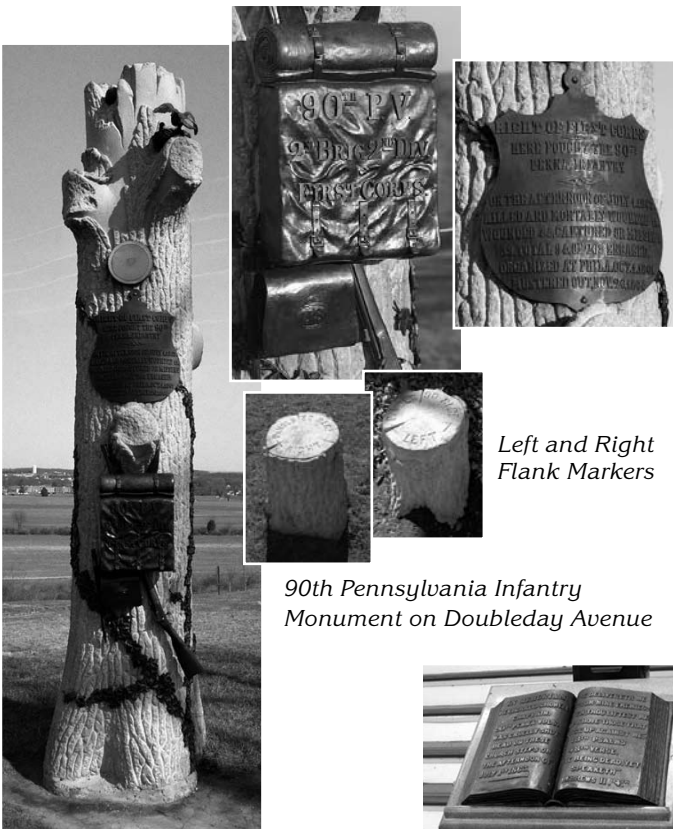
"Philadelphia in the Civil War"
 Published in 1913

Ninetieth Regiment Pennsylvania Infantry

COLONEL PETER LYLE
 Total Enrollment, 1600 Officers and Men

The 90th Regiment was a re-organization of the 19th Regiment of the three months service, and the parent command of both was the National Guard Regiment, 2d Regiment, First Brigade, First Division Pennsylvania Militia. On August 29th, 1861, at a meeting held at the National Guards' Armory, it was resolved to tender the services of the regiment to the Government. The War Department accepted the offer and recruiting was commenced at once. The 90th established Camp McClellan, at Nicetown, and remained there through the winter, leaving for Baltimore upon March 31st, 1861, where arms were received. Three weeks later the regiment moved to Washington, from which six companies were sent to Aquia Creek and four companies to Belle Plain. Later the command was brigaded at Falmouth, Va., as part of the Second Brigade, Second Division, Third Corps. Near the end of May the Second Division was sent in haste to the Shenandoah Valley, but Jackson's "foot cavalry" had vanished and the troops returned to join Pope's army in time to move on Cedar Mountain, where the "90th" was first under fire. For two weeks, beginning upon August 15th, the Second Brigade marched and skirmished up to the battles of Gainesville and the Second Bull Run, where the "90th" was depleted by about two hundred officers and men in killed, wounded and prisoners. The "90th" was in line at Chantilly, but not actively engaged. On the way to Antietam the Second Brigade met and repulsed the Confederate force at South Mountain. At Antietam the "90th" lost ninety eight killed and wounded. Among the latter was Col. Lyle, Acting Brigade Commander. In September the regiment was transferred to the First Corps, with which it was identified through the ensuing eighteen months. At Fredericksburg the command lost, among those killed, Lieut. Charles W. Duke, of Company K, the first officer of the "90th" to perish. In the Chancellorsville Campaign the regiment was in the battle line upon May 3d, sustaining some loss. Upon the night of June 30th, 1863, the "90th" camped gladly upon Pennsylvania soil at Marsh Creek, arriving in position at Gettysburg to the left of the Cashtown Road when the battle was already raging, holding this position until the line was forced back through the town to Cemetery Hill, there entrenching. Chaplain Horatio S. Howell was killed in front of the Lutheran Church during the retreat.* The "90th" numbered that morning two hundred and eight. All of its loss, a total of ninety-four killed, wounded or captured, was suffered in that heroic contest of the "first day" of Gettysburg. Among the officers wounded were Capt. John T. Durang and Adj. David P. Weaver. The First Corps was nearly destroyed.** In the great drama of the second and third days the "90th" had but a minor part. Returning to the old Virginia battle region, the opposing armies surged to and fro through the autumn and early winter, the devoted regiments marching, countermarching, responsive to every alarm. The "90th" added Mine Run to its battle list. In the course of the winter the First Corps

continued on page 5



*90th Pennsylvania Infantry
 Monument on Doubleday Avenue*

*Left and Right
 Flank Markers*



*90th Pennsylvania Infantry
 Memorial Marker for
 Chaplain Howell at Christ
 Lutheran Church*



*90th Pennsylvania Infantry
 Monument in Ziegler's Grove*



*90th Pennsylvania Infantry
 Monument on Hancock
 Avenue*



*Left Flank Marker
 Right Flank Marker
 Missing*

was consolidated with, the Fifth Corps, the "90th" being united with Maine, Massachusetts and New York troops to form the First Brigade, Second Division.

At intervals the regiment received accessions of recruits, mainly in drafted men, most of whom deserted whenever possible to do so. With the opening of the Wilderness campaign the regiment met with disaster through a confusion of orders, upon May 5th, losing half of its effective strength of two hundred and fifty-one men in an unsupported charge. At Laurel Hill (Spotsylvania), upon the 10th, it again lost heavily, including Lieut. Jesse W. Super killed. The small contingent of the "90th" yet remaining shared in the fortunes of the brigade (now in the Third Division) at Cold Harbor, North Anna and in the vicinity of Petersburg. The regiment was now under the command of Capt. William P. Davis. Its last important fight was incident to the destruction of the Weldon Railroad, south of Petersburg, where Lieut. James S. Bonsall was killed and a number of officers and men captured. Upon November 26th, while in garrison at Fort Dushane (Weldon Railroad), the regiment's term of service ended. Those entitled to discharge were mustered out, and upon arrival at Philadelphia were received with great enthusiasm. The veterans and recruits were attached to the 11th Pennsylvania Infantry. Of the original officers at the time of the discharge, Lieut.-Col.

William A. Leech and Maj. Jacob M. Davis were in captivity. Eighteen field and company officers were mustered out with the regiment or were transferred to other commands. Col. Peter Lyle was one of the few Philadelphia officers of his rank who were mustered out with their regiments.

Total Losses.

Killed or mortally wounded... officers 5; men, 98.
Died of disease... officers 1; men, 126.
Wounded, not mortally... See Regimental History
Captured or missing... See Regimental History

Battles And Engagements.

Cedar Mountain, Rappahannock Station, Sulphur Springs, Thoroughfare Gap, Bull Run, Chantilly, South Mountain, Antietam, Fredericksburg, Fitzhugh House, Chancellorsville, Gettysburg, Mine Run, Wilderness, Todd's Tavern, Spotsylvania, Laurel Hill, Guinea Station, North and South Anna, Bethesda Church, Cold Harbor, White Oak Swamp, Petersburg, Jerusalem Plank Road, Weldon Railroad, Poplar Springs, Ream's Station, Hatcher's Run.

* A bronze tablet marks the spot where Chaplain Howell, refusing to surrender, was slain.

** The First Corps brought to Gettysburg 8,200 officers and men. Its total casualties, in killed, wounded and prisoners, amounted to 5,683, leaving less than twenty per cent to answer roll call upon the morning of the 2d of July.

The Birth of the Ironclads!

On the night of Saturday, April 20, 1861, the United States naval authorities evacuated the navy yard at Gosport, Va. This was one of the most extraordinary proceedings of the war. Whether the commandant of the yard was perplexed by the indecisive instructions of the authorities at Washington, or whether he was simply panic-stricken, remains a mystery to the present day. The large corvette Cumberland and the steamer Pawnee, both in commission, were there; and by keeping the latter in the lower harbor to prevent the Confederates from obstructing the channel, and the Cumberland with her broadsides sprung upon Norfolk and Portsmouth, both towns would have been overawed. The yard was under the heavy batteries of the Pennsylvania and the Merrimac, to say nothing of a force of marines. It was simply out of the power of the Confederates to capture the place. They had no heavy guns to mount in batteries, even if they could have erected them under the broadsides of the Cumberland. "The spirit of madness and folly prevailed; and I know of no better exhibition of it than the fact that while they [the United States forces] were trying to get out, our people were actually trying to keep them in by obstructing the channel! One would suppose that we would have been only too glad to see them depart. And no sooner had the United States given up this yard than they commenced making preparations to recapture it. Prof. J. K. Soley says: "Though a few shops and houses were burnt, the work was done so hurriedly that the best part of the valuable material at the yard fell into the hands of the enemy. The dry-dock was not destroyed, as the fuse failed to ignite the powder; but whether from accident or from the work of other hands has never been discovered. The magazine, with great numbers of loaded shells, and 150 tons of powder, had already been seized. Two thousand guns of all

descriptions were left practically uninjured, 300 of them being new Dahlgren guns of various calibers. Besides the guns, machinery, steel plates, castings, construction materials, and ordnance and equipment stores in vast quantities came into the possession of the Confederates; and severe as the loss of so much material would have been by itself to the Federal government, it was rendered tenfold greater by supplying the necessities of the enemy."

The fuse referred to by Professor Soley was extinguished by Lieut. C. F. M. Spottswood, Confederate States navy, who was one of the first to enter the yard after its evacuation. The powder was seized and carried to Richmond by Lieutenants Pegram, Sinclair and C. Jones. The navy yard was immediately taken possession of by the Confederates. The following is a list of the guns in the yard, as given in the report of W. H. Peters to the governor of Virginia: One 11-inch columbiad, two 10-inch guns, fifty-two 9-inch guns, four 8-inch 90-cwt. guns, forty-seven 8-inch 63-cwt. guns, twenty-seven 8-inch 55-cwt. guns, one 8-inch 57-cwt. gun, four 64-pounders of 106 cwt., two hundred and twenty-five 32-pounders of 61 cwt., one hundred and seventy-three 32-pounders of 57 cwt., forty-four 32-pounders of 51 cwt., twenty-eight 32-pounders of 46 cwt., one hundred and sixteen 32-pounders of 33 cwt., forty-four 32-pounders of 27 cwt., two hundred and thirty-five 61-cwt. guns, old style, fifty 70-cwt. guns, old style, forty-four 40-cwt. guns, Shrubrick, sixty-three 42-pounder carronades, thirty-five 32-pounder carronades. Here we have 1,195 guns of large caliber! These guns furnished the batteries of the Confederate forts from Norfolk to New Orleans. They were to be found on all the rivers of the South; and without them it is difficult to see how the Confederates could have armed either their forts or ships. The vessels destroyed, or partially destroyed, were the Pennsylvania, three-decker; the Delaware, seventy-four; the Columbus, seventy-four; the frigates Merrimac, Columbia and Raritan; the sloops-of-war Germantown and Plymouth, and the brig Dolphin.

The old frigate United States was left intact, and was afterward used by the Confederates as a receiving ship. The large steam frigate Merrimac was scuttled and sunk. She was set on fire and burned to her copper-line, and down through to her berth deck, which, with her spar and gun decks, was also burned. She was immediately raised, and the powder in her magazine (put up in air-tight copper tanks) was found to be in good condition. It was afterward used by her in her engagements in Hampton Roads. Steps were immediately taken by the Confederate authorities to convert the Merrimac into an ironclad. As early as May 8, 1861, Mr. Mallory, secretary of the navy, said in a letter to the naval committee: "I regard the possession of an iron-armored ship as a matter of the first necessity. Such a vessel at this time could traverse the entire coast of the United States, prevent all blockades, and encounter with

a fair prospect of success their entire navy." Commander John M. Brooke devised a plan for the conversion of the Merrimac, and the work was immediately commenced under Naval Constructor John L. Porter and Chief Engineer W. P. Williamson, in their respective departments. "The ship was raised, and what had previously been her berth deck became her main gun deck. She was 275 feet long as she then floated, and over the central portion of the hull a house or shield about 160 feet long was built. This shield was of oak and pine wood, two feet thick. The sides and ends inclined, according to Lieut. Catesby Jones, 36 degrees; and the roof, which was fiat and perhaps 20 feet wide, was covered with iron gratings, leaving four hatchways. Upon this wooden shield were laid two courses of iron plates, each two inches thick; the first course horizontal, and the second perpendicular, making four inches of iron armor on two feet of wood backing. The iron was put on while the vessel was in dock; and it was supposed that she would float with her ends barely submerged. So great was her buoyancy, however, that it required some 800 tons of pig iron (according to Boatswain Hasker in his account of her) to bring her down to her proper depth. I know myself that a quantity of iron was put on, though I cannot say how much. Now as this iron was put on, the whole structure sunk; and when she was ready for battle, her ends, which extended some fifty feet forward and abaft the shield, were submerged to the depth of several inches and could not be seen The appearance of the Merrimac was that of the roof of a house. Saw off the top of a house at the eaves (supposing it to be an ordinary gable-end, shelving-side roof), pass a plane parallel to the first through the roof some feet beneath the ridge, incline the gable ends, put it in the water, and you have the Merrimac as she appeared. When she was not in action, her people stood on the top of this roof, which was, in fact, her spar deck. "Lieut. Catesby Jones says (Southern Historical Society Papers, Vol. XI). The prow was of cast iron, wedge-shaped, and weighed 1,500 pounds. It was about two feet under water, and projected two feet from the stem I may mention that it was so badly fastened that the best judges said it would certainly break off when used. It will be seen here. after that perhaps it was as well that it was not firmly fastened The rudder and propeller were unprotected. The battery consisted of ten guns; four single-handed Brooke rifles, and six 9-inch Dahlgren guns. Two of the rifles, bow and stern pivots, were 7-inch, of 14,500 pounds; the other two were 6.4-inch caliber, 32-pounder, of 9,000 pounds, one on each broadside. The 9-inch gun on each side nearest the furnaces was fitted for firing hot shot. A few 9-inch shot with extra windage were cast for hot shot. No other solid shot were on board during the fight. The engines were the same the vessel had whilst in the United States navy. They were radically defective, and had been condemned by the United States government. Some changes had been made, notwithstanding which the engineers reported that they were unreliable. They performed very well during the fight, but afterward failed several times, once while under fire, Commodore Tatnall commanded the Virginia [Merrimac] forty-five days, of which time there were only thirteen days that she was not in dock or in the hands of the navy yard. Yet he succeeded in impressing the enemy that we were ready for active service. The chief engineer of the Merrimac, H. Ashton Ramsay, had been a shipmate of the author in the last cruise of that ship in the Pacific. He was then a passed

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February 19, 2007

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Jill Youngken, Curator of the Exhibit

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assistant engineer. He knew the engines well, and it may be doubted if another man in the Confederate navy could have got as much out of them as he did. He deserved all the praise Admiral Buchanan afterward bestowed upon him. The Merrimac upon her first appearance in Hampton Roads drew about 21 feet. After she was docked on the 9th of March, and more iron put on, she drew about one foot more. She steamed about six knots an hour. After docking, this was somewhat reduced. Her complement was 320 officers and men. The Merrimac was named the Virginia by the Confederate authorities; but as she is rarely called by this official name, we shall continue to use the name which has become historical. Early in March, 1862, the Merrimac was commissioned as follows: Capt. Franklin Buchanan, flag-officer; First Lieut. Catesby Ap R. Jones; Lieuts. Charles C. Simms, Robert D. Minor (flag), Hunter Davidson, John Taylor Wood, J. R. Eggleston, Waller R. Butt; Midshipmen R. C. Foute, H. H. Marmaduke, H. B. Littlepage, W. J. Craig, J. C. Long, L. M. Rootes; Paymaster James A. Semple; Surg. Dinwiddie Phillips; Asst. Surg. Algernon S. Garnett; Capt. of Marines Reuben Thorn; Chief Engineer H. A. Ramsay; Asst. Engineers John W. Tyrian, Loudon Campbell, Benjamin Herring, C. A. Jack, R. Wright; Boatswain Charles H. Hasker; Gunner C. B. Oliver; Carpenter Hugh Lindsey; Arthur Sinclair, Jr., captain's clerk; Lieut. Douglass Forrest, C. S. A., volunteer aide; Captain Kevil, commanding Norfolk United Artillery detachment; Sergeant Tabb, signal officer. Flag-Officer Buchanan's command included the Patrick Henry,

Schedule of Old Baldy CWRT Speakers for 2007

March 8, 2007 - Thursday
"Hidden Relics and Artifacts"

Andrew Coldren, Assistant Curator
will bring out artifacts
from the Civil War Museum collection
See what's inside the brick walls of 1805 Pine Street

April 12, 2007 - Thursday
"George Meade and Old Baldy"
Andy Waskie

May 10, 2007 - Thursday
Harriet Tubman
Presented by Millicent Sparks

June 14, 2007 - Thursday
The Sioux Uprising
Steve Wright

July 12, 2007 - Thursday
Roundtable discussion night:
Subject to be announced

**All meetings, unless otherwise noted, begin
at 7:30 PM at the**

**Civil War and Underground Railroad Museum,
1805 Pine Street, Philadelphia, Pennsylvania
Questions to Mike Cavanaugh at 610-867-8231 or
chief96pbi@rcn.com**

**Members go out to a local restaurant for dinner between
5:30 & 6 P.M.**

You're Welcome to Join Us!

Jamestown, Teaser (the James river squadron), Beaufort and Raleigh. The officers of the Patrick Henry were: Capt. John R. Tucker; First Lieut. James H. Rochelle; Lieuts. William Sharp, F. L. Hoge; Surg. John T. Mason; Paymaster Thomas R. Ware; Passed Asst.-Surg. Fred Garrettson; Acting Master Lewis Parrish; Lieut. of Marines R. H. Henderson; Midshipmen John Tyler Walker, A.M. Mason, M.P. Goodwyn. The officers of the Jamestown were: Capt. J. N. Barney; Lieuts. Samuel Barron, Bradford, Benthall; Surg. Randolph Mason; Chief Engineer Manning; Asst. Engineers Ahem and Gill; Lieut. of Marines J. R. T. Fendall; Midshipmen D. M. Lee, Daniel Trigg, Neal Sterling; Frank B. Dornin, captain's clerk. Officers of the Teaser: Capt. William A. Webb, Lieut. J. H. Rochelle. (The further names are not obtainable.) Officers of the Beaufort: Lieut. Comdg. William H. Parker; Midshipmen Charles Mallory, Virginius Newton, Ivy Foreman (volunteer aide); Chief Engineer Hanks; Pilots Gray and Hopkins (volunteer); Bain, captain's clerk. Officers of the Raleigh: Lieut. Comdg. J. W. Alexander; Lieutenant Tayloe (volunteer); Midshipmen J. Gardner and Hutter. The rapidity with which the Merrimac was converted into an ironclad reflects great credit upon Mr. Mallory, secretary of the navy; Commander John M. Brooke, her designer; J. L. Porter, the constructor; W. P. Williamson, engineer-in-chief; Commodore F. Forrest, commanding the Norfolk navy yard, and upon the Tredegar iron works at Richmond. The vessel was not constructed a day too soon, for the United States authorities were hurrying up the Monitor. Professor Soley says:

"It was a race of constructors; and in spite of the difficulties at the South, and the comparative facilities at the command of the department at Washington, the Confederates were the winners. The secret of their success lay in promptness of preparation."

Source: "The Confederate Military History," Volume 12

Blue & Gray Education Society 2007 Schedule

BGES is Proud to Announce its 2007 Schedule for Tours and Seminars: Details of programs and registration forms will be available from December 1st. To be added to the mailing list for any particular program please email bgesbill@aol.com . Make sure to provide your snail mail address and phone number . Registration forms will be available on line from December 1st and as completed.

March 14-17, 2007: BGES Staff Ride of Shiloh with Parker Hills and Len Riedel (Wiley Sword has been invited to join faculty) based in Corinth, Mississippi. BGES' Advanced Level Study of the Civil War

SPRING 2007

April 2-6, 2007: Revolutionary Decision in the Carolinas: General Greene and Cornwallis Fight for Control of the South. We welcome you on this legacy series tour as Ed Bearss systematically completes a study of the Revolutionary War. This program will take you to great locations that most have never visited such as Waxhaws, Camden, Hobkirk Hill, Cowpens, Kings Mountain, Ninety Six, Guilford Courthouse and Alamance. From Charlotte.

April 25-28, 2007: Vicksburg 5: Chanpion Hill and Big Black River Bridge. March with Parker Hills and Len Riedel through the decisive battles of the Vicksburg Campaign. Visit private homes and other sites not open to the public at anytime. Sit in the parlors where the "gray matter" was burned and you'll understand how the gunpowder was burned. From Vicksburg

May 30-June 2, 2007: North Anna to Cold Harbor. Walk the forgotten sites of Jericho Mill, Ox Ford, Slash Church, Totopotomy Creek, Haws Shop, Bethesda Church, Old Church and Cold Harbor with the nation's undisputed expert, Gordon Rhea. Rhea is the award winning author of the definitive series of books on the 1864 Overland Campaign (which now total 4) and is an accomplished battlefield guide. From Ashland, Virginia.

June 14-21, 2007: Thunder Along the Hudson: Washington's Revolution. As part of Ed Bearss' legacy series we will walk the grounds where America's future was bled and won. This extensive tour will cover Brandywine, Germantown, Paoli, Valley Forge, Trenton, Princeton, Monmouth Courthouse, Battle of Long Island, Stony Brook, Morristown, West Point, Bennington and Saratoga. A tour so rich with Americana that everyone should walk the trail... Now you can. From Philadelphia.

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www.blue-and-gray-education.org 888-741-2437

The Civil War Institute

Sponsored by the Delaware Valley Civil War Round Table at Manor College

Winter 2007 Schedule

All classes are Act 48 approved
Core Courses for the Upcoming Semester:

The Lincoln Assassination - 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? Hugh Boyle will be the instructor for 6 Mondays - March 12, 19 & 26; April 2, 16 & 23 (no class April 9). \$70

Elective Courses for the Upcoming Semester:

Elective Courses:

City Life During the Civil War - Most of the Civil War's great battles were fought in remote, rural places like Shiloh or the Wilderness, or in small towns like Gettysburg. But while the war touched few of the nation's great cities directly, its impact on those cities' residents was devastating - and permanent. This course examines that impact in six great American cities - New York, Baltimore, Charleston, Richmond, Washington, and, of course, Philadelphia. Six members of the Round Table will lead this class for 6 Wednesdays - March 7, 14, 21 & 28; April 11 & 18 (no class April 4). \$70

Classes will run from 6:30 till 8:30 pm
Manor College
700 Fox Chase Road
Jenkintown, PA
Call (215) 884-2218 to register.

Old Baldy Civil War Round Table of Philadelphia
1805 Pine Street
Philadelphia, Pennsylvania 19103
215.735.8196
Founded January 1977

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Vice President: Richard Jankowski
Treasurer: Herb Kaufman
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