

Old Baldy Civil War Round Table of Philadelphia

March 8, 2018

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

“The Historiography of the Confederacy”

Join us at **7:15 PM** on **Thursday, February 8th**, at **Camden County College** in the **Connector Building, Room 101**. This month's topic is “**The Historiography of the Confederacy**”

Mr. Robert C. Baumgartner will present *The Historiography of the Confederacy*, through the works of Douglas Southall Freeman, T. Harry Williams, and C. Vann Woodward. The connection to modern historiography is from the works of George Rable and James McPherson, who were students of Williams and Woodward, respectively.

Robert C. Baumgartner is an adjunct professor of history at Camden County College teaching primarily with The Center. He has bachelor's and master's degrees from Rowan University, and has received training in historical preservation from Arizona State University. Mr. Baumgartner is also a member of the Faculty Advisory Board of the Declaration Project at Harvard University. He currently is a faculty member at Triton Regional High School and is working on two current research projects: one dealing with the history of Triton High School's Vietnam Veterans Memorial and the second is a study on

the lack of geographic education in the state of New Jersey. Bob is a member of the Old Baldy Civil War Roundtable, and presented *The General* in our 2017 Lecture Series on NJ in the Civil War.



Robert C. Baumgartner

Social Media training this month to learn additional ways to spread out message. They will also be judging the Regional competition of New Jersey History Day. The South Jersey History Fair will be May 19th in Glendora. History Week in Camden County will October 15-21. Our Community Outreach Program is moving along. Watch for announcements on our appearances. Flat Old Baldy will be here soon.

The Symposium Planning Committee met, committee leaders are set and the campaign is moving forward. Thanks to those who have stepped up to help. Tell us how you would like to assist on this project. There are openings for all interest and skill sets. We are gathering items to serve as door prizes. Let us know if you have any items you would like to donate. Be sure to ride the wave of excitement this event is generating. Registration will open in April. Pick up flyers at the meeting and distribute them in your area.

For your Spring adventures, travel safe and return with good memories to share.

Join us at the Lamp Post at 5:30 for entertaining pre-meeting conversation.

Rich Jankowski, President

Notes from the President...

Welcome to March, Spring is coming soon. Thank you to all who submitted their dues to allow the Round Table to continue its growth in south Jersey. If you have not given yours to **Frank Barletta**, please do so soon. Thank you to all who purchased through Amazon Smile for Old Baldy, we earned \$8.64. Keep sharing our message with folks you meet and invite them to join us for a meeting.

Last month **Jim Remsen** shared his research on Waverly, Pa and the former slaves who lived there during the War. In March we welcome our old friend **Robert Baumgartner** to enlighten us on "*The Historiography of the Confederacy.*" Bring a friend to learn about this interesting topic. Send **Don Wiles** notes and pictures on the events you enjoyed in February.

Schedule your shopping, the Old Baldy store will be open the second half of April. Plan to attend **Joe Wilson's** presentation on the *Andersonville Trail* on March 19th at the College. Members of the Board will be attending

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

Email: oldbaldycwrt@verizon.net

Face Book: Old Baldy Civil War Round Table

Today in Civil War History

1862 Saturday, March 8

Eastern Theater

General McClellan persuades the president to agree with his plan to invade Virginia from the coast, in a campaign up the peninsula toward Richmond. The president does insist on an adequate force being left behind to defend Washington.

Trans-Mississippi

At Pea Ridge, Union troops advance on Van Dorn's Confederates accompanied by a fierce cannonade. Within two hours, the Southern army is in retreat. The North wins a significant victory at Pea Ridge. After the battle, the Confederate armies are withdrawn to reinforce Southern positions along the Mississippi, giving up any attempt to drive the Union out of Missouri. But it is not a cheap victory. Union losses include 203 killed, 972 wounded, and 174 missing. Confederate casualties total between 600 and 800, with another 1000 captured.

Naval Operations

Off Hampton Roads, Virginia, the steam frigates Minnesota and Roanoke (the latter with a broken shaft) lie in company with the sailing frigates Cumberland and Congress. At midday the Confederate ironclad Virginia approaches from the Elizabeth River. The Virginia is the former US frigate Merrimac, burned but salvaged during the first days of the war. It has been fitted with heavy armor, which stands up to six full broadsides without significant damage. Ramming the Cumberland, the Confederate ironclad then opens fire and within minutes sinks the wooden vessel. The Virginia then batters the Congress, which is hard aground, into submission. The shattered US Navy vessel is left ablaze to blow up when the fire reaches her magazines. Minnesota is a helpless witness from where she has stuck on a mud bank, but before the seemingly invincible rebel vessel can repeat the act, darkness falls and the Virginia steams back to port. She has destroyed two Union vessels and inflicted over 250 fatal casualties, in exchange for a loss of two dead and eight wounded. Losses on other rebel vessels bring the total Confederate casualty bill to some 10 killed and a similar number of wounded. The next morning seems likely to see the end of the Minnesota. However, a new player enters the action that evening, when the USS Monitor enters Hampton Roads after a stormy passage from New York.

1863 Sunday, March 8

Eastern Theater

Lieutenant John S. Mosby, already nick named the "Gray Ghost" for his raids into Union lines this year, leads 29 men to Fairfax, Virginia. Passing through six Federal regiments, as well as the 2nd Vermont Brigade, their target is a Union colonel who has called Mosby a horse thief. But Fairfax Court House has become the temporary HQ of General Edwin H. Stoughton. Mosby captures the general and over 90 Union troops without firing a shot. Taking his prisoners with him, he slips back to the Confederate lines without mishap. Mosby is promoted to major for what Lee calls "a feat unparalleled in the war."

Welcome... to the New Recruits

Sandra Clark
Joel Larusso
Dean Smith



1864 Tuesday, March 8

The North

President Lincoln meets Grant for the first time. At a White House reception, the embarrassed general has to stand on a sofa to shake hands with a cheering crowd.

1865 Wednesday, March 8

The South

Voting nine to eight, the Confederate Senate approves the use of black troops.

Eastern Theater

Braxton Bragg makes the first significant Confederate counter-attack this spring by attacking Cox's troops at Kinston, near New Berne. An inexperienced Union brigade breaks and runs but Bragg lacks the strength to inflict a major defeat.

An Evening with President Grant

by Kathy Clark OBCWRT Member

A number of Old Baldy members attended this very special presentation by Kenneth Serfass as President Grant at the Cherry Hill Library, Cherry Hill, NJ. President Grant was a two term Republican with a very important Secretary of State, Hamilton Fish, who remained in his cabinet for the full two terms. In his inaugural address several important topics for this new administration were the ratification of the 15th Amendment and a positive approach to Reconstruction. Grant's idea was to look at all laws passed fairly and even if the law was not what Grant would have wanted he thought about what would be best for the citizens. He was fair and honest and was willing to enactment the law for the betterment of all. Another important topic of his administration was the "proper treatment" of American Indian tribes.



The Sioux were given the Dakota territory for settlement by the government. Citizens from the North decided to adventure to the West, especially for the gold, settling onto Sioux

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land. Grant wanted to protect the tribes but at the same time he wanted to protect the citizens by enforcing the established laws as they were migrating into Indian territory. The Indians had no rights when it came to the citizens who made their home on Sioux land! Through the Department of the Interior and Department of Indian Affairs headed by Ely Parker, he was trying to get citizenship for all Native Americans. Ely Parker was a Native American himself and was able to live as a white man trying to

help his fellow Indians. Ely Parker was the best man for this job! Despite the Civil Rights Act of 1866, people born in the US, excluding Native Americans, were citizens of the Federal Government, while the "proper treatment" of Native Americans continued to be studied.

During Reconstruction terrorist groups such as the Ku Klux Klan were active. The KKK Act authorized by President Grant collapsed the power of the Klan. The 14th and 15th Amendments could be enacted throughout the South with James Longstreet appointed as the 25th Corp of Colored Troops commander to keep peace, making sure the Amendments were enforced.

Railroads were also expanding into the West during Grant's presidency. It was a wonderful experience to be able to sit in a train car, enjoying the ride in comfort. Grant and Julia, his wife, used the train all the time to go from Washington to their home in Burlington City, NJ. Traveling in the day was a long process but when you think about stagecoaches or Conestoga Wagons this was so much better. The Rail-

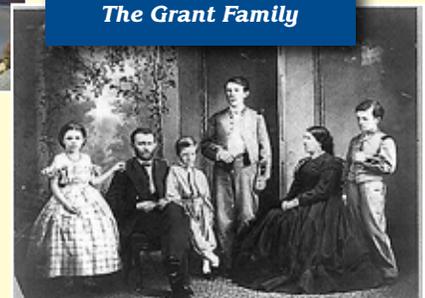
roads also connected the North with the West and helped to strengthen our economy.

Other accomplishments of this presidency were establishing Yellowstone National Park, the first national park in the United States. With Secretary of State Fish, Grant tried to annex the Dominican Republic but the Congress rejected it, the Congress did implement a gold standard to strengthen the dollar. President Grant's theory on the idea of change for our nation as we were going through the aftermath of the Civil War was that "change is a process not an event".

Grant's duty to his country became as important when President Grant tried for a peace policy for the Indians, and making political policy for the African Americans. After re-thinking the role of a changing America on the world stage, President Grant used the World Court to settle international law between England and five other nations.

As a Civil War General, Grant made his mark on the outcome of the Civil War. As President he guided our citizens through troubled times, both North and South, and assisted with reconstruction policies, and although his two terms were not all positive, he gave new meaning to the role of President in assisting our country and world on a road to recovery.

NOTE: If you would like to see US Grant again check his website www.gburggrant@gmail.com for a list of lectures as General and President.



Pin-Ups of the Civil War

by Bryon, T. Stinson, M.D.
August 69, CWTI

Johnny Reb, and Billy Yank were red-blooded boys very much interested in girls and pictures of same.

The first pinups were real. Homer writes that during the Trojan War Agamemnon "did distribute some meeds of honor among the chieftains." In an expansive moment Agamemnon gave "the fair daughter of Briseus" to Achilles. On a more sober reappraisal he claimed the maid for himself. This action sent Achilles storming to his tent, lamenting, ". . . from me alone of the Achaeans did he take the woman in whom I delighted . . . Any man of common right will love and cherish her who is his own, as I this woman, with my whole heart, though she was but the

fruitling of my spear." As armies grew and warfare became more complex the chieftains as well as the rank-and-file were forced to substitute less troublesome objects for the real thing. This feeling of frustration is expressed in the plaint of the Mills Brothers recording, "I'm gonna buy a paper doll that I can call my own, a doll that other fellows cannot steal."

Until Daguerre's invention of photography in 1839 the "paper dolls" were hardly worth the effort to carry along

or couldn't be produced on a scale large enough to meet the demand. Once Daguerre pointed the way, relief was but a moment away. In 1840 the French artist Lerebours began to photograph nude models. At first such pictures were expensive—about \$2.50 apiece. The Calotype process in 1851 made it possible to produce hundreds of prints at one sitting and to reduce the price to a quarter. This technique was widely used and in the summer of 1861 photographs of Major Robert Anderson, hero of Fort Sumter, were selling at a rate of a thousand a day.

Photos of Major Anderson might be good enough for the homefolks but they were not particularly exciting to the soldiers. The following daguerreotypes, calotypes, and drawings fitted better the tastes of the troops. Such reproductions were packed in their knapsacks, plastered to the walls of their huts, and handed around the campfires of the Army of the Potomac and their Confederate opponents.

The first is a drawing by Cadet James Abbott McNeill Whistler (of "Whistler's Mother" fame). Whistler drew this while a cadet at West Point (1851-1854). He claimed he was dismissed from the Academy for a deficiency in chemistry, "... had silicon been a gas, I would have been a major general." The truth is Whistler's remark contains some rancor; four of his classmates indeed became major generals—William Hazen, Alexander Webb, John Turner, and Godfrey Weitzel.

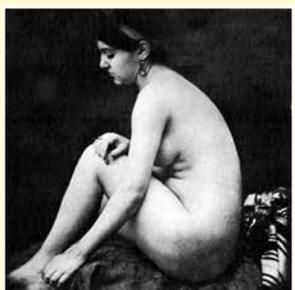


His drawing of the cadet waltzing the lovely young woman in front of his guard post is a little more fanciful than the usual pinup. As a rule soldiers prefer their women unaccompanied by male figures. While the taste in pinups runs the gamut from the frankly obscene to the over-draped, the most appealing were (and are) relatively puritanical.

Whistler's second drawing of two milkmaids is more nearly the stuff of which dreams are made. From such materials properly nostalgic fantasies of "the girl I left behind me" can be spun. It is easy to imagine that Whistler's talents as an artist were greatly in demand from his classmates and that drawing was more fun for him than the study of chemistry.



Next is a daguerreotype from the Stenger Collection, which was made in Germany in 1857. Of the original 144 plates only 36 remain. It seems reasonable that photographs of this type were brought to America with the flood of German immigration at that time. It is as easy for a man to carry a taste for such pictures as for sauerkraut or



meerscham pipes. This reproduction shows an attractive, if somewhat buxom, woman and has a Manet or Renoir flavor.

The next reproduction is the center photo from a calotype strip (carte-de-visite). This relatively chaste pose is the only one worth printing. The remainder are awkward, off center, technically bad, or in poor taste. The ornate background with the oasis, Persian rugs, and drapes suggests a Turkish harem setting.



This theme was common in Civil War times and seems to indicate a preoccupation with the myth of Middle Eastern sensuality. (Actually used by photographers of that day because the only texts or trade magazines emphasized that type of art—Editor) While this particular model and pose are pretty good the general average was so bad that the French painter Eugene Delacroix commented, "... these photographs of nude models, some of them poorly built [and] over-developed in places [produce] a rather disagreeable effect."

The usual source of pinups in the Civil War was Frank Leslie's Family Magazine. According to Lieutenant Thomas Galwey (8th Ohio Infantry), the walls of the huts at Falmouth in the winter of 1862-63 were covered with pictures cut from this magazine. "Most sought after were the images of the more attractive women which are put up where the boys can feast their eyes upon them."

In the winter camp at Mountain Run (1863-64) he writes of buying some illustrated magazines at the 2d Division sutler's to decorate his quarters. "The colored fashion plates will be particularly attractive to my guests, most of whom have forgotten the appearance of the female form divine."

As can be seen, Frank Leslie's fashion plates of the "female form divine" reveal very little but ruffles and hoops. Frank Leslie was the William Randolph Hearst of the Victorian era. He started his career as an engraver of wood-plates in a printing shop. In 1856 he developed a system for making wood-plates overnight, plates that had previously required as long as two weeks to complete. This he did by dividing the work among as many as thirty-six carvers. By use of this technique he was able to put his illustrations on the street while the news was still hot. He published a string of periodicals that financed a notorious private life which included mansions at New York and Saratoga and a private train.



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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.

The next illustration is of a strikingly beautiful young woman, dressed to perfection, looking straight into 'the camera. This photographic treatment is unusual, devoid of tricks and frills. It seems this straightforward, level gaze would serve to keep the most errant soldier's boots from the primrose path. Dr. Mary Millican (History of Fashion, Ohio State University) suggests:



She looks like a modest country girl who has made her own dress. She has put a yoke in the bodice to conceal her breasts and shoulders. This same style of dress with the flaring hat and large bow had been popular in France but was worn without the yoke and with the "leg-of-mutton" sleeves drawn off the shoulders. This Civil War period style is ten to twelve years behind the Paris and London fashions—it seems that Frank Leslie's plates, too, are behind the times about a decade.

The next two pictures are "Actress Cards" and are similar to those being made by Napoleon Sarony in New York City about 1864. These particular reproductions were made in Paris by Tourtin Aine. The woman in the miniskirt has "Miss Fullen" penciled on the reverse side of the card.



Bell Irvin Wiley, *The Life of Bill*' Yank, writes of a representative of the Christian Commission finding obscene pictures in the quarters of the soldiers of Grant's Army in January 1865. That same year a newspaper in Chattanooga advertised, "PHOTOGRAPHS, RICH, RARE, AND RACY" for the price of fifty cents. These were oil-tinted photographs of a nude billed as "the handsomest woman in the world."



The search for Civil War pin-ups is difficult and relatively unrewarding. In view of the modern interest in such art and from glimpses into the past it seems reasonable that Billy Yank and Johnny Reb were much the same as their modern counterparts. Steven Marcus, *The Other Victorians*, suggests that Victorian prudery was mainly a post hoc censorship. The facts indicate their everyday interests and practices to be much the same as today.

Perhaps the soldier, in making his mental metamorphosis to return home, felt ashamed of his prized collection and dumped it into the campfire. Certainly grandmother took a dim view of his treasures and what he hadn't destroyed, she did. So much of the salty war material has been deleted and discarded that most published reports give the impression that the Civil War was fought by a band of saints.

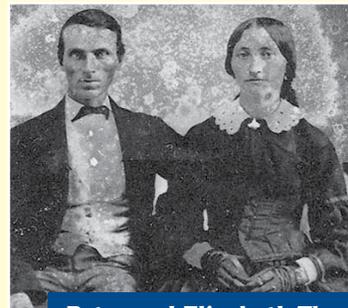
March is Women's History Month!



This is the remarkable story of Elizabeth Thorn of Gettysburg.

by Kathy Clark OBCWRT

The Elizabeth Thorn's story is one of courage and strength before, during and after the battle of Gettysburg. The story begins in 1854 when Elizabeth Masser, age 22, and her family left Germany, moving to the United States by way of Ellis Island, on the way to Gettysburg. Her mother, Catherine Masser, age 56, and her father, John Masser, age 60, were part of the family group. Peter Thorn, age 26, Elizabeth's future husband arrived two years after the Masser family. He first settled in Johnstown, PA and studied copper mining in West Virginia. His trade was mining engineer. By the fall of 1854 he was working for the North American Mining Company in its cooper mines on High Street in Gettysburg.



Peter and Elizabeth Thorn

Somehow Elizabeth and Peter met, courted, became engaged, and married on September 1, 1855. This day was significant for the cornerstone was laid for the new Gatehouse and Lodge at the Evergreen Cemetery which ironically would be their residence for 19 years. In February, 1856 Peter Thorn was chosen as "Keeper of the Cemetery" and Elizabeth, Peter, Catherine, and John moved into the Gatehouse. Annual salary was \$150 and the family lived in the Gatehouse rent free.



Evergreen Cemetery Gatehouse July 1863

Peter performed the following duties that were part of the "By-laws and Regulations of the Cemetery".

To reside upon the premises and not absent himself from the grounds without permission of the President. Lock and unlock the gates daily. Keep the avenues and walks in order. Keep the grounds clean and the shrubbery and trees trimmed. Attend to the visitors. Deal with the trespassers. Prevent chickens, pigs or cows to roam at large on the grounds. Dig graves for all interments within the Cemetery.

There were two sections in the Gatehouse, north and south, with no passageway connecting the two. Elizabeth's parents were on one side and the Thorn's on the other. Each side had two floors above ground and a cellar. The Cemetery business office was on the ground floor of the south side. They used the cellar for storage.

Three sons arrived, Frederick 1856, George David 1858 and John 1861. Soon after John was born, Peter and 150

Adams County citizens enlisted in the Civil War for three years beginning August 1, 1862. Peter was with Company B of the 138th Pennsylvania as Corporal. He stayed in the war until June 23, 1865 after the 138th Pennsylvania witnessed Lee's surrender. It was only then that he resumed his job as caretaker of the Evergreen Cemetery.

When Peter enlisted, Elizabeth became cemetery caretaker with all the same duties as were listed above. Elizabeth also encountered events as the war passed through Gettysburg such as; General Early and troops passing by and stopping at the Gatehouse in search of food for his men. They then went on to destroy telegraph lines and railroads, burned bridges and railroad cars at the Rock Creek Bridge. This was just the beginning of the devastation that Elizabeth and her family would encounter.

The armies came through Gettysburg deploying on Cemetery Hill with Union Soldiers setting up cannons across the road from the Gatehouse and in the cemetery itself. Hiding in the cellar was the best way to escape a bullet or two. Elizabeth was asked to make a meal for General Howard, Slocum and Sickles. It was a difficult task when food was hard to come by, but Elizabeth succeeded in making that meal for the Generals. At 4am the next morning the families and 17 civilians in the cellar were told to leave the house, take their children but no possessions. In recalling that night Elizabeth said, "the noise of the cannonading was terrible". They continued on to the Sheaffer farm and then onto the George Musser farm, staying the night. Soldiers filled the farms inside and around the property. They continued toward White Church and the Henry Beitler Place, finding some milk and bread crusts to eat. The wagon shed became a place for the wounded to be treated and amputations were performed. Through all this misery the Thorn and Masser family was always hungry and always looking for food. Getting an apron full of coffee, sugar, and hard-tack from the officers who were living on the farm was a Godsend.

By July 7th the family was able to return to the Gatehouse to disruption and devastation beyond their imagination. All their possessions were gone, their hogs gone, and all the wood from the old stable had been used as fire wood. Their family's blood-stained bedding and clothes had been used by the soldiers as the doctors amputated their limbs. Out in the cemetery itself were 15 dead horses and dead men. The stench was unbearable. But that was not even the worst of it for Elizabeth's tasks were just beginning for the President of the Cemetery, David McConaughy explained that the dead soldiers had to be buried in the Evergreen Cemetery. Given the rockiest part of the cemetery, Elizabeth and her father staked off lots and graves as fast as they could. Her father was 65 years old and Elizabeth was 6-month pregnant, still wearing the clothes she fled in, recalling a "heavier dress than unusual". She wore that dress for six more weeks.

Stench of death in the air along with the middle of summer in Gettysburg was, in itself, hard to deal with and digging graves in Elizabeth's condition unbelievable. They dug for two days straight! After enlisting help from a few friends, they ended up getting ill and going home. Elizabeth and her father dug an additional 40 graves, in three weeks 90 graves. Elizabeth not only dug graves but had her other duties as caretaker along with her family concerns. She received a monthly salary of \$13. The Thorn family

made a damage claim to the War Department for furniture, livestock, clothing, food and crops, a total of \$395.00. They received \$41.50 twenty years later. When the cemetery was ready for dedication, 50 of the 91 bodies were exhumed and reinterred in new plots. The remaining stayed in Evergreen.

On November 1, 1863, three months after the last body was buried, Elizabeth gave birth to a daughter named Rosa Meade. Sadly, Rosa died at the age of 14. Elizabeth never regained her full health. On November 19, 1863, 18 days after Rosa was born the family gathered on Cemetery Hill to witness the dedication of Soldier's National Cemetery and President Lincoln's Gettysburg Address.



The Graves of Peter and Elizabeth Thorn

Three more children were born to Elizabeth and Peter; 1866 a daughter Louisa Katherine (called Lulu) died in 1868; Harry Peter was born 1870 and in 1873 Ehre Philippi (lived 13 days). Peter resigned from the Gatekeeper position and left the Gatehouse

for a small farm near the cemetery. For three more years he was Superintendent of the Soldier's National Cemetery. He left to become the proprietor of the Wagon Wheel Hotel, later the Battlefield Hotel hosting the Grand Army Boys, Pennsylvania veteran's reunions.



The Monument to Elizabeth and the women of Gettysburg



Elizabeth has a deservedly special place with the heroines of Gettysburg. She overcame the challenges and added burdens placed upon her at the time of battle and in the aftermath. Sometimes the story of heroic women during the Civil War fade away in the history books or are never told. Such is the case for Elizabeth Thorn for it was not until 2002 that the Evergreen Cemetery Association recognized Elizabeth and erected a memorial to her. It was placed 50 feet southwest of the Gatehouse. A bronze statue depicting Elizabeth wiping her brow, holding her stomach as she was 6-months pregnant, while she was digging graves. Dr. Walter Power dedicated the statute, November 16, 2002 stating the statute "will serve to forever commemorate the meritorious

deeds of the countless women who served in various capacities during the Battle of Gettysburg".

You may wonder why it took 148 years to recognize this woman, along with many women, who were the silent majority in a battle where the soldiers fought and died as the women continued to nurse, care for their family, while losing

their own husband to war. They continued their courageous battle on the home front. We know much about the fighting of the men in battle but seldom do we hear about the women who were there picking up the pieces after the battle was over. The courage, fortitude and spirit of keeping their family together, losing everything they had, and taking a husband's place at home while he was at war, no small task for anyone. Just like many women's story at this time, Elizabeth's story is so important and needs to be told to shed light on all the heroines of all the battle of the Civil War. For so long the stories were not told. Now is the time for these stories of women's contribution to our history to be told to all who will listen, especially to our next generation of women.

"Well, you may know how I felt, my husband in the army, my father an aged man. Yet for all the foul air we two started in. I stuck off the graves and while my father finished one, I had another one started."

Elizabeth Thorn

In Memoriam of Ron Tunison

Ron Tunison was the sculptor of the Women's Memorial in Gettysburg depicting Elizabeth Thorn. He also did a statue to General Samuel Wiley Crawford at the base of Little Round Top, the Masonic Friend-to-Friend Monument in the National Cemetery and the bronze relief on the Delaware State Monument.

Ships of the Civil War

Editor's Note:

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

The Iron Rebel Navy... The Birth of the Armored Confederate Fleet.

by William Still. June 80, CWTI

On May 9, 1861, Stephen R. Mallory, Secretary of the untried Confederate Navy, wrote to the chairman of the Confederate House Committee on Naval Affairs:

I regard the possession of an iron armored ship as a matter of the first necessity ... if we follow their (the U.S. Navy's) example and build wooden ships, we shall have to construct several at one time; for one or two ships would fall an easy prey to her comparatively numerous steam frigates. Hut inequality of numbers may be compensated by invulnerability; and thus not only docs economy hut naval success dictate the wisdom and expediency of fighting with iron against wood, without regard to first cost.

These few words were the genesis of the iron Rebel navy.

The same day Mallory penned this message the young Confederate Congress appropriated two million dollars for building and buying ironclads in Europe, in the end only receiving one armored ship from European yards, I he Stonewall. Better results were had at home, with approximately fifty iron-covered vessels being laid down within the Confederate States during the war. Hut of that number, only twenty-two would he completed and placed in operation, and only one remain in the public memory, the CSS Virginia.

The famous Virginia, built from the fire-ravaged hulk of the USS Merrimack and erroneously considered to he the prototype of all Southern ironclads, was the first armored vessel constructed by the Confederate Government, but not the first built in the South. In fact, the Virginia's status as the first Rebel ironclad and the entire Confederate program for constructing these iron behemoths are often misunderstood. These ships were not built to break the Union blockade, not considered particularly dangerous during the first two years of war; they were constructed to

defend the harbors and rivers. Nor were they all similar in appearance—a long low hull with a slanted shield or casemate housing the guns, and a smokestack projecting from it.

Inadequate information, incomplete records of plans, specifications, and descriptions are all that exist to give a general picture of what Mallory's iron-sheathed fleet looked like. All Confederate armored vessels had a casemate, and there the similarity ended. Some of the hulls had low free-boards, some high; some of the casemates were long, some short; some had slanted sides, some vertical; and some were screw propeller steamers, and others were pushed on by paddlewheels. However, none ever resembled that very first Confederate ironclad.

Two months before the work of converting the wooden screw frigate Merrimack into an ironclad commenced, the armored vessel Manassas was on the ways at New Orleans. Built to be a privateer, seized by the Confederate Government shortly after being launched, she was lightly armored with a convex iron shell, and was described as looking like a turtle, or "something very like a whale." This first Southern ironclad, weakly armored and armed (with one small gun), and too slow for her original design as a ram, was a failure. In April 1862 she fought in her only engagement, running ashore after slightly damaging one vessel in Admiral David Farragut's squadron below New Orleans.

Virginia, designed by John Mercer Brooke, head of the Confederate Navy's Bureau of Ordnance and Hydrography, and the Southern ironclad construction plan had more auspicious beginnings. The scuttled Merrimack was utilized because of Mallory's determination to get a powerful iron-armored ship operational as quickly as possible. She was more of an experimental vessel than a prototype, having a 170-foot long case-mate inclined on the sides with horizontally rounded ends, sitting atop the ship's full 262-foot

length. The rounded ends, along with the bow and stern of the hull being submerged, were unique—no other Confederate ironclad incorporated these features. Despite her performance against the Yankee Monitor, she was not a success. Slow, heavy, unwieldy, with a very deep draft, the Virginia lacked the dash and maneuverability needed in confined Southern waters. The same was true of the four other armored vessels authorized by the Confederate Government in that first year of war.

Later, Union strategy to gain control of the Mississippi River persuaded Mallory to contract with private parties for four large ironclads to be built in the West. Two, the Arkansas and Tennessee, each 180 feet long, were laid down in Memphis, Tennessee, by John Shirley. A third one, the Louisiana, was a creation of Kentucky steamboat builder E.C. Murray and the fourth, the Mississippi, was dreamed up by the Tift Brothers, who obviously had no experience in shipbuilding. The Tifts had presented the naval secretary with a warship model they claimed could be built by house carpenters. But both Louisiana and Mississippi were quite large, over 260 feet long, and were constructed in New Orleans.

The Tifts, Shirley, and Murray all had their own ideas, but their inexperience at hammering out dreadnaughts re-

sulted in some very strange and very poor ships. Shirley's for example, had casemates with shot-absorbing vertical broadsides rather than inclined ones and the Mississippi's box-like structure, and the Louisiana's propulsion unit of twin centerline paddle wheels, were unorthodox and impracticable. But of the four only Arkansas and Louisiana were combat tested, and with poor results. Arkansas challenged Union naval power in the vicinity of Vicksburg until she succumbed to the failure of her machinery and had to be destroyed by her crew, and the Louisiana's twin wheels proved a failure and she fought Farragut's squadron below New Orleans as a floating battery. The remaining two did not fare any better. Tennessee (the first one to bear that name—the second would be captured in the Battle of Mobile Bay) was destroyed on the stocks, and the Mississippi, although launched, was never completed.

There were two poor, additional ironclads constructed in the Confederacy in 1861. Eastport was converted from a sidewheel river steamer at Cerro Gordo, Tennessee, but was captured and completed by the Union Navy. The other, Baltic, was built by the State of Alabama. Like Eastport, she was a side wheeler, and according to one of her officers, a failure: "as fit to go into action as a mud scow."

Continued on page 9



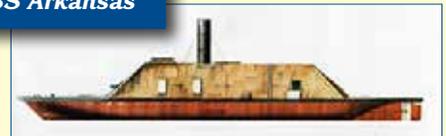
CSS Albemarle



CSS Atlanta



CSS Columbia



CSS Arkansas



CSS Fredericksburg



CSS Huntsville



CSS Missouri



CSS Mississippi



CSS Jackson



CSS Neuse



CSS Raleigh



CSS Texas



CSS Virginia



CSS Richmond

Confederate Ironclads

Those Confederate armored vessels that appeared at the outset of the war were custom designed and built, for at this early stage in the fight the Rebel Navy Department was willing to accept any plan or proposal with a glimmer of merit. But these first vessels were unsuccessful, and it was not until John Porter became chief naval constructor, that the Confederate Navy established a more systematized ironclad construction program. Porter, an experienced naval constructor who had served in that capacity in the United States Navy, with the assistance of two subordinates designed and drew up the specifications and contracts for all the vessels built in the Confederacy after 1861. In the fall of that year Porter confided to a friend, "I never was so busy in all my life . . . I have all the planning of the various gun boats to do which are being built all over the South. . . . The Secretary refers most of the matter concerning the building of vessels, buying materials, etc., to me. . . ."

But Porter's obvious abilities were unfortunately marred by his pretentiousness. He rarely gave credit to his assistants, although they unquestionably designed several of the Confederate vessels. And shortly after the Hampton Roads engagement of the Monitor and Virginia, Porter pushed it to the limit and claimed credit for designing Virginia. This all led to an open controversy with designer Brooke and a dispute that simmered for the duration of the war, and continued for several years afterwards.

In his new post Porter was convinced that the Confederacy, with its limited shipbuilding facilities, should concentrate on constructing simply designed shallow draft ironclads for river and harbor defense. He recognized that few shipwrights in the South had experience in warship construction, but many had worked on the small flat-bottomed steam-boats that had plied Southern waters for the past thirty or more years. With these ideas in mind he modified the model of an armored vessel that he had built years before the Civil War, and developed the basic design that a majority of the Confederate ironclads would be built by: Contracts would be awarded to builders, but the design, specifications, and building instructions would be provided by Porter. And, because of serious problems with machinery in the early ironclads, it also became a standard policy for the Navy Department to provide the engines and boilers as well as the batteries, as they had successfully developed facilities for the manufacture of machinery and guns.

In a number of cases Porter even determined what type or size of vessel should be constructed in a particular locale on the basis of certain factors. For example, he developed a 139-foot type for the North Carolina sounds, of which two were completed, the Albemarle and the Neuse. Several others were also either laid down or contracted for. The availability of materials such as armor plate and machinery were factors as well. Although paddle-wheeled warships were considered inferior to screw propeller vessels, a large number of them were contracted for because of the accessibility of that type of machinery.

The remarkable chief constructor also developed a standard design which was sent to builders and contractors throughout the Confederacy. The first one was for a 150-foot ironclad, but the design was later used on larger vessels as well. The hull design was characterized by a flat bottom with some dead-rise, built on knuckle (where

the side of the shield joined with the side of the hull to form an angle), with a tapered stern and stem. The Richmond laid down at the navy yard in Norfolk was the first of this class to be constructed. It is difficult to determine exactly how many were built on this design, but the available evidence indicates at least twenty of those placed under construction had the same basic features. They included: Richmond, Chicora, Raleigh, Palmetto State, North Carolina, and Savannah (150-foot class)—Virginia II and Charleston (180-foot class)—Jackson, Fredericksburg, and Milledgeville (175-foot class)—Columbia, Texas, and the second Tennessee (216-foot class).

Nevertheless, it is nearly impossible to generalize about those Rebel ironclads, for even ones that in theory were of the same class or type usually differed noticeably because of modifications. Even the slanted case-mate, which was the prominent feature of Porter's design, differed from vessel to vessel.

But the use of inclined armor to deflect projectiles and increase resistance was not new; in fact, it was almost as old as the use of armor on warships. However, accurate data was not available. Experiments had to be conducted to determine the most suitable degree of inclination, and specifications written to include the desired degree of slant, but builders frequently ignored them. The original Virginia's casemate was inclined 38°, the Nashville's 29°, and the Louisiana's 45°, but the majority were slanted between 30° and 35°. Lieutenant David McCorkle, in charge of the Confederate naval facility for manufacturing gun carriages, wrote, "you cannot build a carriage . . . without having a deck plan, each ship has to have her carriages built expressly for her, no two of them being alike." The ordnance works had the same problem, for the degree of inclination was a factor in determining the length of a ship's guns. On more than one occasion guns had to be replaced because they were not long enough.

The casemates were modified in other ways. On several vessels railroad iron, or T-rails, were used as armor because rolled iron plate was not available. On others, the casemate was only partially armored.

But the most noticeable change concerned the length of the casemate. Those on the earlier vessels covered two-third's or more of the hull. The ironclads built in the latter part of the war had casemates covering from a half to a third of the hull, the usual length running from 70 to 80 feet. Several of the ironclad's shields were also rebuilt and shortened for a number of reasons, the most important being the scarcity of iron and the problem of weight.

With the exception of Arkansas, Louisiana, and Missouri (a sternwheeler built at Shreveport, Louisiana), the Confederate ironclads were armored with laminated rolled iron two inches thick. But these three vessels suffered from the rarity of iron plate and were covered with railroad T-rails. Although no facilities were found in the South before the war to roll this iron plate, three were developed during the course of the conflict to perform the chore: Tredegar Iron Works in Richmond, Scofield and Markham Iron Works in Atlanta, and Shelby Iron Company in Columbiana, Alabama. And these three companies had the facilities to provide armor plate for all the Confederate warships, but only if an adequate supply of pig iron was available, if the works could have been used exclusively for rolling armor, and if their work force was at full strength. Unfortunately, none of these

conditions were ever satisfactory, and many of the ironclads on the stocks were never completed. It is difficult to determine which ironclads were not completed solely because of the lack of iron for armor, but it appears at least twelve remained unfinished because of this. In addition, at least two, the Nashville, and the Jackson (sometimes called the Muscogee), were only partially armored. The Nashville was a large 310-foot sidewheel ram which probably missed the Battle of Mobile Bay in August 1864, because of being only partially armored.

The effect that the heavy iron armor had on the ironclads' performance and seaworthiness was also a chronic problem. A slow four knots was the best the majority of them could do in a seaway and they were difficult to steer and turn, their operating area frequently limited because of narrow streams and channels. But Porter did design a double-ended ironclad (one that had two stems instead of a stem and a stern and theoretically could steam equally well in either direction) to try and compensate for this, but none were completed.

Another great stumbling block was that stability in ships has always been a matter of grave concern to designers, and the Confederate ironclads presented unusual problems. The weight of the casemate, combined with their flat bottoms, made them top heavy and subject to capsizing, even in calm waters. Lieutenant William H. Parker wrote that the Palmetto State was more buoyant than the Virginia "yet I have seen the time when we were glad to get under a lee [shelter] even in Charleston Harbor." Ballast was the most common means of solving a stability problem, but it took up space, added to the draft, and increased the vessel's over-all weight.

The armor's weight was also a major contributor to the large number of Confederate ironclads whose drafts were greater than anticipated. A surprising error considering his experience, Porter's calculations for many of the vessels were faulty in this respect. The Virginia, Arkansas, Louisiana, Richmond, and Tennessee, to name a few, rode much deeper in the water than expected. This contributed to their slowness, as well as confining them to relatively deep water—a serious defect for vessels designed to fight on rivers and harbors. The problem of a deep draft played a major role in the destruction of the Virginia and the Raleigh, damaged the Jackson on launching, confined the Neuse far up a river, and resulted in the Atlanta's defeat and capture.

The weight problem not only resulted in the length of the casemate being reduced, but the battery as well. Bow and stern gun mounts became standard on Confederate armorclads, which allowed fewer guns in a ship's battery without seriously affecting her firepower.

Although the ironclad with a slanted casemate remained the standard "homewater" vessel constructed within the Confederacy, efforts were made to build at least two other different types. One was Porter's double-ender with two small octagonal casemates. They were similar in appearance to the Union "double-turreted" monitors, but since the casemates were not moveable turrets, pivot guns had to be used. At Richmond and Wilmington, vessels of this type were laid down, and a third approved for Charleston shortly before the war ended. In February 1865 the naval secretary sanctioned the building of a small monitor-type vessel at Columbus, Georgia. The proposed Confederate monitor was to be 175 feet long with a 45-foot

beam, a 9-foot depth, with a maximum draft of 6 feet. The turret was to be 21 feet inside (diameter) and would house two 11-inch guns. The turret's armor plating was to be 1 1/2 inches thick backed by 14 inches of wood. A lot like the original Monitor, the designer was Chief Engineer James Warner, in charge of the Columbus, Georgia, Naval Iron Works, who estimated that ten months would be needed to construct such a vessel. Three months after the project was approved, Columbus was captured by Union forces. But the "monitor" is not mentioned in a diary that Warner kept during the war. Most likely the vessel was never laid down.

Despite approving all these designs, Mallory remained convinced the casemated armorclad was superior. In February 1865 he wrote to the chairman of the Senate Naval Affairs Committee, "it is believed that the sloping shield presents greater advantages than the Monitor type. Our engineers, builders, and mechanics, have greatly improved in the art of construction and equipment since we built the first Virginia . . . Every vessel built should be, and is, an improvement upon the preceding [sic]." The drawings, rare photographs, and available information suggest the Rebel Secretary of the Navy was correct—the later ironclads were a marked improvement over the earlier ones—at least in appearance. But, the fundamental problems of weight, speed, seaworthiness, and mechanical defects were never solved.

Opinion of the ironclads varied widely, particularly among those who served on them. One Confederate naval engineer wrote that a large number of officers, "especially the older officers," were critical of them; and constructor Porter emphasized he "received . . . little encouragement . . . while the Virginia was progressing." Officers who had spent considerable time on ocean-going vessels while serving in the old U.S. Navy before the war frequently had a difficult time adjusting to the ungainly-looking crafts. Georgia's captain pleaded for another command: "anything that floats at sea will suit me," he wrote, and added, "being shut up . . . in an iron box (for she is not a vessel) is horrible." Lieutenant Commander Charles M. Fauntleroy, Missouri's first commanding officer, was so "shaken" by his new command that he told another officer, "he hoped the damned boat would sink."

Army officers and the general public often belittled the vessels. General P.G.T. Beauregard questioned whether or not they were worth the wood they were made of, and another high ranking official bluntly informed Secretary of the Navy Mallory that the Huntsville and Tuscaloosa did "no credit to the naval architecture" of the Confederacy. When the Chicora was launched in Charleston, a local newspaper derisively described the ironclad's appearance with a poem entitled the "Turtle."

*Caesar, afloat with his fortunes!
And all the world agog
Straining its eyes
At a thing that lies
In the water, like a log!
It's a Weasel! a whale!
I see its tail! It's a porpoise! a pollywog!*

But an increasing number of Confederate naval officers began to grudgingly respect the vessels as formidable warships. Crusty Admiral Franklin Buchanan wrote to a friend "the Tennessee . . . [is] a man of war. I am not ashamed

to show her to anyone! ” And perhaps the greatest compliment of all, even Yankee officers generally agreed they were fighting warships and contributed to the Confederate war effort.

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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.

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February 8th Meeting

"Embattled Freedom"

by Kathy Clark, OBCWRT Member

Jim's book "Embattled Freedom" is the story of the United States Colored Troops that were part of the 3rd and 22nd regiments from Waverly, PA. This is Jim's hometown! Statistics show that the United States Colored Troops came 1/2 from Confederate States, 8600 from Pennsylvania and 1200 from New Jersey. The Black Soldiers deserted 1/3 less than the rate of White Soldiers but applying for a pension after their service was much more difficult to obtain.

Waverly, PA, a stop on the Underground Railroad, found fugitives settling down in this small community. In 1843, some settled down and married freed slaves which started the black settlement in the town. As the area between Harrisburg and Frederick became a route in the Underground Railroad, many black families decided to settle along the route. The white people of Waverly integrated itself into the black community to teach their black neighbors how to read and write. Not all residents wanted the black community in their town but they had faith in their religion and it was the power of that faith that kept the residents believing they are there to help the black community. If a slave

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

came to a resident as a result of the Underground Railroad, "What would a Waverly resident do?" His religious teachings would suggest that the black person would be taken in by the white resident.

At the beginning of the Civil War opposition to "Black Soldiery" was very strong. Congressman Henrick Bradley Wright, a war Democrat, denounced the Republican's 1863 "Black Soldiery" bill. The idea was if black soldiers came into the war the white soldiers would leave. The whole attitude of the white soldier was "we can take care of ourselves" we do not need black soldiers in this war. Despite the opposition the bill did pass! Hand bills requesting Black Soldiers enlist with a theme of "Moses leading all to the promised land". The 3rd United States Colored Troops (The Waverly 13) was born and later the 22nd. They had their training at Fort William Penn. Frederick Douglas addressed the Colored Soldiers saying, "We would rather die freemen, rather than to be a slave."

The Colored Troops were part of the battle at Fort Wagner in North Carolina by digging trenches and at Morris Island, digging sod to build fortifications. The irony of all this was that White Soldiers even asked Black Soldiers to become their manservant, which was illegal. The Colored Troops continued to build forts even under fire and some men were killed while doing their job. After the fighting was over, the Black Troops were sent to Jacksonville where they plumaged plantations and freed slaves in the process. The troops were then sent to be part of the Overland Campaign. While in Petersburg, the Colored Troops were destroying supply lines and built two forts along the shoreline. The misconception by the White Soldiers of the Colored Soldier were that they would run in battle but these stable troops astonished everyone by their achievements. June 15, 1864 the troops continued into Fair Oaks toward Richmond fighting all the way. Chaplain William Hunter declared June 15 as a day to remember the entire colored race on this continent. It is the day when prejudice died in the Army of the United States.

The 22nd Colored Troops had the honor of being in front of the National Procession at the time of Lincoln's death and helped in the search for John Wilkes Booth. After the war a GAR Post was established in Waverly although as time went by some families moved toward Scranton for more opportunities. By the 1920's the Black Community had ended in Waverly but the community still embraces their history of this time and it is through Jim Rensem's writings that the history comes alive for all to read.

As a result of the war the 13 men who came home, 10 out of 13 had wounds of some kind which they dealt with for the rest of their lives. The fact is all the Colored Community wanted was an equal footing in Waverly.

There is so much more to this story such as discussions dealing with the Black Community in Waverly, Civil War Soldiering, the attitudes of White verse Black, and constitutional aspects of this subject. Jim has a wonderful



Jim Remsen

website exploring many of these subjects for a better understanding of the Colored Soldier and the Civil War. Go to www.embattledfreedom.org for much more information



about the book and the subject.

We thank Jim for his enlightening presentation and hopefully many of our members will read his book for additional history of the Waverly community.

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

by Kathy Clark OBCWRT Member

This month Old Baldy recognized Frank Barletta and Bob Russo for five years of membership in Old Baldy Civil War Round Table. They received a five-year pin to display proudly on their badge.



Frank Barletta
5 Years



Bob Russo
5 Years

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

Coming Events

Sunday, September 10 through May 13, 2018

Morris County Historical Society exhibit "The Cutting Edge: Medicine in Morris County, 1876-1976". Morris County Historical Society will feature the many contributions Morris County doctors, hospitals, pharmaceutical companies and veterinarians have made to the field of medicine at both the local and global levels. Acorn Hall, 68 Morris Ave., Morristown, NJ. Information: 973-267-3465 or www.morriscountyhistory.org

Sunday, April 8; noon-5pm

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

Monday, March 19; 7pm-8pm

Women Justices of the US Supreme Court. There have been only four women as a Supreme Court Justice: learn how their unique personality and determination enabled them to break the glass ceiling to take their place in history. Cherry Hill Public Library, 1100 Kings Highway North, Cherry Hill, NJ 08034. Information: 856-667-0300 or www.chplnj.org

Saturday, March 24; 1pm

"Classy Broads and Daring Dames the Ladies of North Laurel Hill". Women's History Month program honoring women buried in the cemetery. Tour guide: Colleen Rumpf. Departing from the Laurel Hill Gatehouse, 3822 Ridge Ave., Philadelphia, PA. www.thelaurelhillcemetery.org

Saturday, March 10; 1pm

Civil War lecture at Andrew Carnegie Free Library and Music Hall, 300 Beechwood Ave., Carnegie, PA 15106. Discover Gettysburg: An unconventional Introduction to the Greatest Little Town in American and the Monumental Battle that Made It Famous. Mr. Coleman will discuss a host of famous and off-the-beaten path places on the battlefield and explores the town. Free and open to the public! Captain Thomas Espy GAR Post 153 at www.klinefelterd@einetwork.net. Also contact Andy Waskie at www.awaski01@Temple.edu.

Saturday, March 10 and Friday, March 23; 10am

"The Hot Spots and Storied Plots" at Laurel Hill Cemetery Gatehouse, 3822 Ridge Ave., Philadelphia, PA. Walking tour in the cemetery with Nancy W. Wright. #12/person; \$10/student and \$9/member. The tour is repeated on the 23rd. www.thelaurelhillcemetery.org

Saturday, March 17; 1pm

"St. Patrick's Day Tour, Toasts, and Tastes" honoring the heritage and accomplishments of our Irish souls. After the tour there is a reception in the Gatehouse with beer and food sampling. Laurel Hill Cemetery Gatehouse, 3822 Ridge Ave., Philadelphia, PA. Advanced registration requested. \$20/person; \$18/students and seniors; \$17/members. Tour Guide: Jerry McCormick. www.thelaurelhillcemetery.org

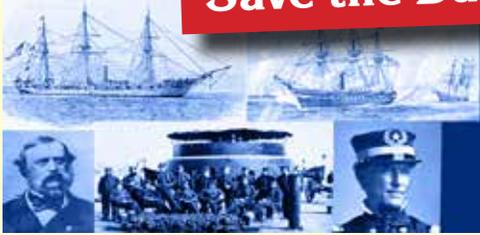
Saturday, March 17

Annual symposium at the Abraham Lincoln Institute on "the latest in Lincoln scholarship" at Ford's Theatre, Washington DC. Free! Register at www.fords.org/visit/special-tours-events/abraham-lincoln-institute-symposium/ Speakers include Anna Gibson Holloway, William C. Harris, Richard Carwardine, Stanley Harrold and Walter Stahr. Information contact Jon White at www.jonathan.w.white@gmail.com

Saturday, March 17; 10am

Glover Cleveland Birthplace Memorial Association's annual conference at the First Presbyterian Church at Caldwell. Lecture

Save the Date... October 20, 2018



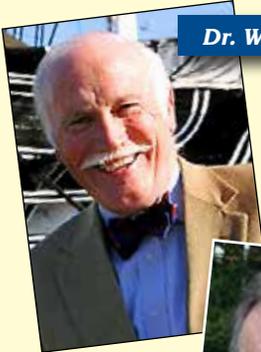
Blue
Water
Navy

Brown
Water
Navy



Civil War Navy Symposium

Symposium Speakers



Dr. William Fowler, Jr.

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



Chuck Veit

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



Dr. Timothy Smith

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



Dr. Gary Joiner

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

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

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



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

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





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Saturday March 24th, 2018

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

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215-332-0121

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

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

by Marta McDowell entitled "All the President's Gardens". The book won an American Horticultural Book Award and was on the New York Times Best-seller list. Register at 9:30am with coffee, tea and refreshments. Meeting at 10am followed by book signing and box lunch served. Marta will trace the story of how the White House grounds were conceived, and how they change from president to president. \$35/person payable at the door. Reservation call Alice Gibson at 973-747-2794 or www.gibsonalice30@gmail.com.

Saturday, March 17; 1pm

Bill Hughes will be giving a presentation at the Methodist Church in Mt. Holly as part of the Mt. Holly Lyceum. The topic is on "Beverly National Cemetery 1864-1865".

NOTICE:

**AMERICAN REVOLUTION ROUND TABLE
NOW FORMING IN SIOUTH JERSEY!**

To encourage interest in the American Revolution through speakers, programs, and other events that promote the history of the Revolutionary era. Benefits include the camaraderie of the group and conversations with fellow enthusiast. Join us for the first meeting:

TUESDAY, MARCH 27; 7:30pm

Meeting Room C, (3rd floor) Camden County Library-Vogelerson Branch, 203 Laurel Road, Voorhees, NJ.
RSVP/QUESTIONS/INFO-CONTACT SCOTT
at ARRTOSJ@gmail.com

Note: If unable to attend, pleas rsvp regarding interest in up-dates and future meetings.

A Civil War Presentation

The Andersonville Trial - Hanging Captain Wirz

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

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

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

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

**THE ANDERSONVILLE TRIAL
HANGING CAPTAIN WIRZ**

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

**Schedule of Old Baldy CWRT
Speakers and Activities for 2018**

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

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

Questions to
Dave Gilson - 856-547-8130 - ddsggh@comcast.net

Old Baldy Civil War Round Table of Philadelphia
Camden County College
Blackwood Campus - Connector Building
Room 101 Forum, Civic Hall, Atrium
856-427-4022 oldbaldycwrt@verizon.net
Founded January 1977

President: Richard Jankowski
Vice President: Kathy Clark
Treasurer: Frank Barletta
Secretary: Bill Hughes
Programs: Dave Gilson
Trustees: Paul Prentiss
Rosemary Viggiano
Dave Gilson

Annual Memberships
Students: \$12.50
Individuals: \$25.00
Families: \$35.00

Editor: Don Wiles - cwwiles@comcast.net