

THE COURIER

Northeast Ohio Civil War Round Table



Date: April 14, 2009 Meeting # 99

Place: Dino's Restaurant I90 & Rte. 306 exit Mentor, Ohio

Canteen: 6PM Rations: 7PM

Speaker: Marc Leepson

**Topic: "Desperate Engagement- How a Little Known Civil War Battle
Saved Washington, D. C. and changed the course of History"**

Reservations required Please call Steve Abbey

Phone 440 255 8375 e-Mail: abbeysr@yahoo.com

Marc Leepson teaches American History at Fairfax Community College in Fairfax, Virginia and has published 6 books. ***"Desperate Engagement"*** is his latest effort and his first book dealing with the Civil War. Mr. Leepson is a Vietnam veteran and the editor of VVA Veteran, a national monthly newsletter that focuses on veterans' issues. He has a master's degree from George Washington University and has spent the last year touring the country promoting his book. Marc Leepson is not your typical author for not only is he a skillful writer but he is also a gifted speaker with a passion for his subject.

In May 1864, General Ulysses S. Grant began his Overland Campaign with high expectations of defeating General Robert E. Lee and the Army of Northern Virginia. Grant had the determination of a bull dog and the unremitting resolve to carry the fight into the heart of the Confederacy. But Grant's forces under General George Gordon Meade suffered repeated defeats at the Battle of the Wilderness, Spotsylvania Court House and Cold Harbor. These defeats cast a pall over the nation. Grants army suffered more than 60,000 casualties during the first six weeks of the campaign. The nation was shocked by the carnage. President Lincoln had little reason to believe that he would win a second term in the fall election.

R. E. Lee's army of 69,000 troops settled into a stalemate position behind the defenses of Petersburg and Richmond, Virginia. Lee's army was held in check by the 137,000 men of the Army of the Potomac. General Grant stripped the 67 forts surrounding Washington D.C. of nearly all available personnel in order to replenish his losses. A number of the troops Grant pulled from the forts were 100 day enlistees with minimal training and no battle experience.

General Lee realized that he could not win a war of attrition against Grant's superior numbers. Lee had to break Grant's siege if he was to have any hope of winning the war. Lee's army was suffering badly from a lack of food, clothing and medical supplies. Desperate times called for desperate measures so on June 13th, 1864, R.E. Lee ordered **Major General Jubal Early** to take a force of 12,000 men down the Shenandoah Valley and break the Union's hold on the South's primary source of agricultural products.



Mark Leepson

General Lee called Jubal Early his “**bad old man**” even though Early was much younger than Lee. Early looked older than his age of 42. A life of hard drinking, a lack of sleep, and a severe bout of swamp fever left him with a pallid gray appearance. Early's command was composed of men who were battle tested veterans and many were from the Stonewall Brigade. These men were from the “valley” and wasted no time in driving off Union General David Hunter and his forces. Hunter retreated all the way to West Virginia and out of the war. David Hunter will forever live in Southern infamy for burning the Virginia Military Institute, (VMI) along with a number of farms and private homes during his occupation of the Shenandoah Valley.

General Lewis Wallace was born in Brookville, Indiana and rose in rank to brigadier general because of his political connections in government. He raised the 11th Indiana Infantry Regiment and served under Grant during the Fort Henry and Donelson campaign. Wallace was promoted to Major General just prior to the Battle of Shiloh but

he took the wrong road at Shiloh and was late engaging the enemy. Wallace was relieved from command and reassigned to Cincinnati, Ohio. In the summer of 1864 he was in command of a small garrison in Baltimore, Maryland. Wallace was charged with guarding the important railroads and highways that converged near Frederick, Maryland just north of Washington. Lewis Wallace gained fame after the Civil War because he penned the second most popular novel of the 19th century, **Ben-Hur**.

Wallace had 5,800 men under his command on July 9, 1864 when Jubal Early's men confronted them in the corn and wheat fields along the banks of the Monocacy River, just south of Frederick. The engagement lasted all day with Wallace's forces suffering 1,300 casualties while Early's losses numbered 800. News of the battle reached the government offices and sent the citizen of Washington into a state of panic. In order to save the U. S. capital, General Grant dispatched 2 brigades of troops from the 6th Corps of the Army of the Potomac by steamer from City Point. Instead of heading directly for Washington, Jubal Early allowed his men to rest and enjoy the poultry, cattle and baked goods of the surrounding farms and villages. Early's men also “liberated” a large quantity of whiskey.

Finally, on July 11, 1864, General Early moved his forces south and engaged Union troops at Fort Stevens outside the capital. Early decided not to attack in force because he believed he was outnumbered. The time Early used to rest his men after the Battle of Monocacy allowed Grant to reinforce the defenses of Washington. Marc Leepson states that “on July 11, 1864, **Early was late!**”

The Courier is the monthly newsletter of the Northeast Ohio Civil War Roundtable John Sandy editor

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Richmond Virginia Correspondent: Brent Morgan

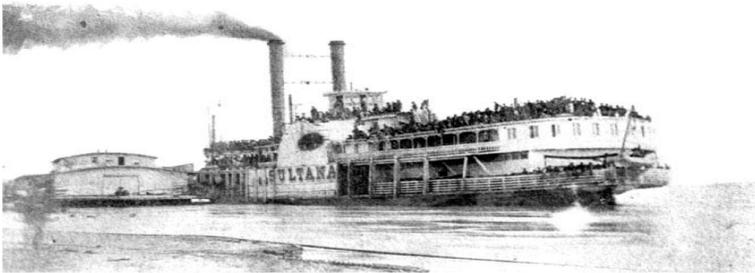
Feature writers: Carl Dodaro Arlan Byrne

THE SULTANA AND DEATH ON THE DARK RIVER

Compiled by Carl Dodaro

Late in April of 1865, the Mississippi River stood at flood stage. Four years of war had ruined many levees and dikes, and in the lower reaches of the river, the foaming water was over the banks for miles. But in the towns and cities of the lower valley the high water was only an incident, and the dominant feeling was one of relief. For the Civil War at last was ended. There would be no more fighting, no more destruction. Wartime bitterness and sadness might linger, but at last there was peace. And the war-weary Union soldiers in the South had but one thought. They wanted to go home.

Vicksburg had been turned into a great repatriation center, and here gathered thousands of gaunt, worn-out men in faded blue uniforms, Union prisoners of war, just released from the horrors of prison compounds like Andersonville, waiting in Vicksburg for transportation to their northern homes. More than any other soldiers, these were impatient to get started. Most of them would go by river, and as April came to end, a huge contingent was slated to travel on the steamer SULTANA.



THE STEAMER SULTANA LEAVES THE DOCK AT HELENA, ARKANSAS ON APRIL 26, 1865, LOADED WITH POSSIBLY AS MANY AS 2,300 UNION TROOPS ON BOARD, HEADING NORTH ON THE MISSISSIPPI RIVER.

The SULTANA was a typical wooden steam ship, constructed in 1863 by the John Lithoberry Shipyard on Front Street in Cincinnati, Ohio, and intended for the lower Mississippi cotton trade. Weighing 1,719 tons, the steamer normally carried a crew of 85, and for two years, the SULTANA ran a regular route between St. Louis and New Orleans. Under the command of Capt. J.C. Mason of St. Louis, who had a reputation as a good, careful river man, the SULTANA left New Orleans on April 21, 1865, with 75 to 100 cabin passengers, deck passengers and numerous heads of livestock bound for the market in St. Louis. At Vicksburg, the steamship stopped for a series of hasty repairs to the boilers, which were interconnected and mounted side by side, and to take on more passengers. Rather than have a bad boiler replaced, a small patch job was done to reinforce a leaking area. A section of the bulged boiler plate was removed, and a patch plate of less thickness than the parent plate was riveted in its place. This repair only took about a day, whereas to replace the boiler completely would have taken about three days. Capt. Mason was itching to be on his way and had the patch job done because it was faster.

During the SULTANA'S time in port, Union troops tried to muscle, bribe, and threaten their way on board, until the ship was bursting at the seams with soldiers. More than 2,000 men were thought to be aboard. Most of the new passengers were soldiers, chiefly from Ohio and just released from Confederate prison camps. The U.S. government had contracted with the SULTANA to transport these former prisoners of war back to their homes. With a legal capacity of only 376, the SULTANA was severely overcrowded. Many of SULTANA'S passengers had been weakened by their incarceration and associated illnesses. Passengers were packed into every available berth, packed from top to bottom, and the overflow so severe that the decks were completely packed. So many men that authorities decided not to make out muster rolls in advance, as was usual, but instead, the rolls would be made out on board, after the vessel had left Vicksburg. Almost literally, the steamer could not have carried another human being.

Somehow, the SULTANA got clear of the wharf and went pulling upstream, breasting a current made stronger than usual by the river's flood stage. Capt. Mason seems to have been a bit worried as he cautioned the men not to crowd to one side of the boat when a landing was made, because there were so many of them that it might cause serious trouble. For 48 hours after casting off from Vicksburg wharf, the SULTANA went on without trouble, making a few scheduled stops and on the evening of April 26, docked at Memphis. Here some of the passengers disembarked and a number of soldiers went ashore to see the sights, some of these not making back in time and were stranded in Memphis. While docked in Memphis, a leaky boiler gave more trouble. Again the repair gang was called in and the leak repaired. It was close to midnight when the SULTANA let go her mooring line and crossed the river to take on coal. After this was loaded, the steamer went on up river, bound for Cairo, Illinois, where most of the servicemen aboard were to disembark at. By two in the morning she was about 8

miles north of Memphis. She was making progress, but very slowly because of the strong current, her tired and worn boilers and the load was much greater than usual.

The SULTANA swung around a bend and began to labor her way past a cluster of islands known as “the Hen and Chickens”. Then it happened. The leaky boilers gave up, quit holding the heavy pressure of steam, and suddenly exploded with a tremendous crash that was heard all the way back to Memphis.

The explosion sent an orange-colored flame boiling up into the black sky, a sudden, stabbing pillar of fire that lit up the black swirling river and was visible for miles. River boats docked at Memphis saw the light and heard the noise, cast off their mooring lines and began pounding against the Mississippi current to give any help they could give. The SULTANA was half blown apart by the terrific force of the explosion. Hundreds of sleeping soldiers were blown bodily into the river, along with great chunks of twisted machinery, a shower of red-hot coals and great fragments of wood, cabin furniture, railing and deck beams – half of the steamer had simply disintegrated. Fire followed the explosion. The blast scattered hot coals from the furnaces all over the mid-ships section of the steamer, and in moments it was ablaze.

The SULTANA of course was totally out of control by now, and drifting helplessly downstream. The deck supporting the main rank of passenger cabins, where the officers were housed, collapsed at one end, forming a horrible steep ramp down which, into the hottest of the fire, slid screaming men and tangled wreckage. The huge smokestacks, hallmark of every Mississippi packet boat, came crashing down, crushing the men beneath them. The superstructure was falling in, feeding the fires, and the whole mid-ships was nothing better than a floating bed of coals. At first the flames had not reached the bow, and there most of the survivors, those not blown overboard, were jammed. Then the wind shifted-or perhaps the drifting boat swung around and took it from another direction-and the flames leaped forward. Most of the men preferred drowning to being burned alive, and jumped into the river. At last the boat struck a small island where there was a little grove of trees and some of those who were still aboard, leapt ashore with ropes and made the hulk fast. Slowly, the flames died down. And finally, with mooring ropes still holding, what was left of the SULTANA gave up the hopeless struggle and sank with a great noise of hissing and a huge pillar of smoke and steam rising into the sky.

When the cold dawn light came, survivors and bodies dotted the river all the way to Memphis, clinging to logs, rafts, spars, barrels, sections of railing and other bits of wood. Hundreds of men were found on both shores of the Mississippi, badly burned and without clothing. Altogether, between 500 and 600 men were taken to Memphis hospitals. Some 200 or more of these died soon afterwards, either from burns or exposure. For many days after the disaster, a barge was sent out each morning to pick up the dead bodies. Each night it would come back with its gruesome cargo.

No definite count of casualties was possible as no complete list of the men aboard ever existed. Modern historians tend to concur on a figure of “up to 1,800”. The official cause of the disaster – mismanagement of water levels-the ships careening back and forth caused hot spots in the end boilers when the water ran out of the highest boiler, and then, when the ship tipped the other way, the water would run back into the boiler and flash into steam and create a sudden surge in pressure. The inadequate repair of the boiler, along with the careening caused by the river currents, and severe overcrowding all contributed to the disaster.

The disaster received diminished attention as it took place after President Lincoln’s assassination and the end of the Civil War. Monuments and historical markers to the SULTANA disaster have been erected at Memphis, Muncie IN., Marion AR, Vicksburg, Cincinnati, Knoxville TN, Hillsdale MI and Mansfield Ohio.

This article is a condensed version of “Death on the Dark River” article found in American Heritage Magazine – volume 6, issue 6 – October 1955.

CIVIL WAR MINUTES by **Franco M. Sperrazzo** **Special Events Coordinator**

Founder Bob Baucher gave a crowd of 35 a spring training treat with his thorough knowledge of the major role Ohioans played in winning the Civil War. Editor **John Sandy** gave a well researched view point on author James Bissland's book titled "**Blood, Tears, and Glory.**" **General Baucher** based his talk on the book and took it a step further with thought provoking insight on the key generals i.e. Grant, Sherman, Sheridan, and Custer. The roles of government officials i.e. Stanton, Hayes, Chase, and Vallandigham were examined. Countless statistics proving how prominent Ohioans answered President Lincoln's call to arms were presented. **Bob** mentioned some of the lesser publicized generals from Ohio; the history of the underground railroad; and John Brown's raid at Harper's Ferry, VA. in October, 1859. **Bob** brought his usual "A" game and generated many relevant questions. Bob Baucher talks are always well prepared and thoroughly researched..

The executive committee has answered my wishes and approved our **NEOCWRT** to make a donation to the **Western Reserve Historical Society** for all the good will and support they have extended to us over the years when we bring an out of town guest to the museum. Thank you founding fathers and sons. In return, we will have an organizational membership for our entire group effective May 1st and continuing annually. This perk can benefit our club members who wish to attend this special place in our city. We will have three reusable cards and six guest passes yearly. This should please all especially **President Arlan Byrne** who relishes the idea of more camaraderie with our troops and community participation.

One Day Spring Field Trip will be Saturday, **May 9th**, and take place in Canton, Ohio near the Akron/Canton Airport. Be sure to see the back page of the newsletter for further details and the itinerary of this special event.

The Annual **Mansfield Artillery and Trade Show** will be the week of May 2nd and 3rd at the Richland County Fairgrounds on U.S. Route 30. If you are interested in an in depth description of the events ask **Ted Karle** at our upcoming round table meeting. We have yet to confirm the date, but look for our **5th Annual NEOCWRT Summer Picnic** to take place in mid-July as it has in the past. It will be at **President Byrne's** colonial plantation with possibly a surprise guest.

Special note: This is the first mention of our **12th annual NEOCWRT Fall Field Trip**. The dates are Thursday, October 1st – Sunday, October 4th, 2009. We will explore the events after the Wilderness and Spotsylvania. More details will be forthcoming. We will have **R.E.L. Krick** as our field guide in the Richmond, Virginia area. Onsite coordinator will be **Brent Morgan** again.

"Special Order # 191" by Arlan Byrne

Maybe once in a lifetime the 'Gods of War' will shine upon a general and allow him to know what his opponent is going to do before he does it. It happened to Union General George B. McClellan in a little town in western Maryland in September of 1862. A copy of Confederate General Robert E. Lee's plans for his invasion of the North had fallen into Union possession and it gave McClellan his chance for instant fame and glory. This is how it happened.

On September 4, 1862, a few days after the 2nd battle of Manassas, or Bull Run, the first Confederate invasion of the North began. General Robert E. Lee sent his tattered and barefoot Confederate army splashing across the shallow fords of the Potomac River 35 miles west of Washington, D.C. andvanished. Because the Confederate cavalry so effectively screened their army by blocking the roads and preventing informers; the newly re-appointed Union commander, General George B. McClellan had no idea where Lee was, what he was doing, or where he was going. McClellan could only send his army tagging along where Lee had been. Then on the morning of September 13th, 1862 at about 10:00 A.M. General McClellan hit the all time military jackpot when the 27th Indiana Volunteer Infantry Regiment flopped down to rest in a field outside of Frederick, Maryland. Two of its soldiers, Sergeant John Bloss and Private B.W.Mitchell, happened to notice a package lying in the tall grass next to some trees at the edge of the field. It was a yellow envelope wrapped around three small cigars and tied with a string. The envelope was entitled "Special Orders #191" and was addressed to Confederate General D.H. Hill.

Sergeant Bloss was interested in the paper inside the envelope because it was covered with famous names that he immediately recognized - Confederate generals like Jackson, Longstreet, Walker, and McLaws: while Mitchell, who apparently couldn't read, was more interested in the cigars. However both agreed the paper might be important, so they took it to their commander, Colonel Silas Colgrove, who passed it along to his commander General A.S. Williams. Williams also agreed the message, which was signed by Colonel Robert Hall Chilton, Lee's adjutant, could be important; but was it genuine? The Confederates were notorious for spreading false information and lying. Then McClellan got his second break of the morning, because Colonel S.E. Pittman was standing next to General Williams. Before the war Pittman had

Volume XIII Issue 4, April 9, 2009

worked as a teller for the Michigan National Bank and had cashed hundreds of army checks with Chilton's name on them. "I know Chilton's signature better than my own", he said. "Special Orders #191" was real.

General McClellan also happened to be in Frederick with his army that morning; so less than 2 hours after the order was found it had been verified as genuine and was in McClellan's hands. He immediately recognized the importance of the order. Now he not only knew where Lee's army was, but where it was going and how it was going to get there. Lee had broken his army into 5 different parts and scattered them as much as 30 miles from each other, intending to reunite them later. McClellan was so excited that he turned to one of his generals and exulted, "If I cannot whip Bobbie Lee with this order I will retire from the army". But, there were two problems for McClellan.

One: The order didn't give the size of each Lee's detachments and McClellan was convinced Lee's army outnumbered his two to one.

Two: And this was the key; he would have to get his army through the unguarded South Mountain passes, which were 20 miles away, before Lee became aware of his danger. However, once through the passes and into the broad valley beyond he would be right in the middle of Lee's scattered army. He would be closer to each of their parts than they were to each other. Just like a fox in the henhouse in the middle of the night, all he had to do was snap up the parts one by one and the Confederate Army of Northern Virginia would be no more. McClellan held instant fame and glory right there in his hands.

But how could such an important order as #191 get lost? This has been debated and argued by civil war buffs and historians for years. Then in 1991 author and historian Wilbur B. Jones offered a likely scenario. It went like this. The procedure in Lee's headquarters for vitally important messages, such as #191, was that after Lee had decided what the army should do, the orders were first copied in the 'confidential book'. Then a copy signed by Lee's chief administrative officer, Colonel Robert Hall Chilton would be sent to each commander involved. Each copy was sealed in an envelope with the intended recipient general's name on it and dispatched to him by courier. After the general or his staff received and read the order, they would keep the order, sign the envelope and the courier would return it to Lee's headquarters where it would be filed. The generals were responsible for the security of the copies they received, and they accomplished this in various ways. For example, "Special Orders #191" was so important that after Longstreet received his copy, he memorized it, chewed it up and spit out the sodden mass. When Hill received his copy he sewed it into an inner coat pocket and sent the coat to his wife with instructions to keep it safe.

Copies of #191 were dispatched in the early afternoon of September 9th by Colonel Chilton to Generals Longstreet, Jackson, Stuart, McLaws, Walker and Taylor. At the time the order was written D.H. Hill was part of Jackson's command, and according to the order Hill was to have an independent command also. So, when Jackson received his order he rewrote it leaving off the first two paragraphs, which didn't concern Hill, and sent his personal courier Captain Henry Kyd Douglas to deliver it. Later that afternoon Colonel Chilton, not knowing Jackson had notified Hill of the plan, wrote another copy especially for Hill. It was this copy that Bloss and Mitchell found.

Using primary sources, letters, diaries and circumstantial evidence, Jones theorizes that after Captain Henry Kyd Douglas delivered Jackson's order to Hill, he stopped at Lee's headquarters just as Colonel Chilton finished Hill's copy. When Chilton asked Douglas to deliver it, he read it and probably said "Oh General Jackson already sent that order to Hill". But he took it anyway, wrapped it around some cigars, stuck it in his coat pocket and started on to his next stop. Since Hill had already received the order, Douglas was in no hurry to deliver it to him, intending to deliver it later in the day. He spent the rest of the afternoon delivering marching orders and by the time he realized he had lost special order #191, he had been to so many places it was too late in the day to retrace his route. The next morning the Army moved before Douglas had a chance to hunt for it. Not wanting to admit he had lost such an important message, he probably hoped there was little chance of it ever being found among all the litter and trash of a deserted Army encampment. In Lee's headquarters the missing Hill envelope was also overlooked. Lee's security procedures had failed him.

In conclusion, "Special Orders #191" gave McClellan his chance at instant fame and glory; but he would have to act swiftly and move fast to get it. Unfortunately for him, he didn't. It took him 30 hours to move his army the 20 miles to South Mountain. Then, instead of immediately occupying the virtually almost unguarded passes, he waited until the next morning. By this time Lee had recognized his danger and managed to scrape together enough infantry and Cavalry to hold the passes for a day. This gave Lee just enough time to reunite his army along the banks of Antietam Creek. McClellan's chance for instant fame and glory had vanished.

Sources:

"Battles and Leaders of the Civil War" Vol. II, Part 2

Robert Johnson & Clarence Buel - The Century Co. NY

"Before Antietam - The Battle for South Mountain"

John Michael Priest, Oxford University Press 1992

"Civil War Regiments: A Journal of the American Civil War"

Vol. 5, No.3 - Savas Publishing Co. 1997

"Voices of the Civil War - Antietam" Time - Life Books

***Bitterly Divided* by David Williams**

Book Review by Tom Horvath

Bitterly Divided explores a new (to me) aspect of the Civil War: resistance to the war and other internal strife within the Confederacy. David Williams' main contention is that conscription, a lack of food, laws that favored the wealthy, rampant inflation fostered by speculators, and backlash from harsh treatment by Confederate troops and government officials, caused internal turmoil that did more to defeat the Confederacy than did Union soldiers. That is a bold statement and one that is very difficult to prove.

Mr. Williams contends that the average Confederate soldier believed the war was a rich man's war fought by poor men, which led to approximately two-thirds of the Confederate army being absent from the front by 1865, mostly without leave. Add to that loss, nearly a half-million southerners that fought for the Union, and one can see how a more unified Confederacy might have fared better.

The culprits, in Mr. Williams' opinion, are consistently the rich planters. They controlled the state governments and forced secession, which was not a popular move. When secession was initially put to a popular vote, it was just as likely to be rejected. It was not until President Lincoln raised an army and, by doing so, threatened invasion of the South, that resistance increased and secession garnered additional support.

Subsequently, due to their influence and control of legislatures, the same wealthy planters were exempted from conscription. They didn't have to fight in the war they created, and most did not. Then, rather than raise grain, crops sorely needed to feed soldiers and soldiers' families, they raised cotton and tobacco, which were more profitable. The lack of grain led to widespread hunger, starvation, and food riots.

Perhaps the most egregious laws came much earlier. If Mr. Williams is to be believed, in the late 1600s Virginia's government purposely enacted laws that treated blacks much more harshly than poor whites. The laws were enacted in response to Bacon's Rebellion, where poor whites and blacks banded together and attempted to take over a government that they felt treated them very poorly. The intent of the laws was to divide whites and blacks; to keep them from banding together as they had during the rebellion.

The problem with this assertion is "intent". Intent is very difficult to prove. The laws were enacted and they certainly favored white over black. But was the intent to create racial prejudice, or did it reflect a racial prejudice that already existed? Like this assertion, many of the theories Mr. Williams puts forward cannot be proven with numbers. Almost all of this volume is composed of supporting anecdotal evidence.

There are two problems with anecdotal evidence. First, it is the poorest kind of evidence, because the anecdote may illustrate the exception rather than the rule. The number of incidents and quotes is voluminous, and the volume does lend some credibility, but they are still only incidents and quotes. The second problem with anecdotes is flow. From the perspective of the reader, listing a large number of anecdotes is equivalent to reducing history to a list of names, dates, and places. It makes for very dry history and jerky reading. Just when Mr. Williams piques my interest in a person or incident, he moves on to the next item. The most interesting and easiest sections to read are the introduction, where he summarizes his contentions, and the chapter on Indian Territory events, where the story has some flow.

Another problem with his writing is that it sometimes seems to be taken directly from a lecture. Transcribed spoken words don't always flow smoothly, so too many sentences required a second reading. All in all, the book proposes some very interesting theories. Unfortunately, the anecdotal proof makes for dry reading and something less than conclusive evidence. Published in 2008, the volume is 350 pages long, includes a number of illustrations, an index, and a "Notes to Pages" section, rather than footnotes. It retails for \$27.95, but is available new on Amazon for \$16.77. Mentor Public Library has one copy. The Clevnet system has 13 copies with two more on order.

The NEOCWRT SPRING FIELD TRIP SATURDAY MAY 9, 2009

All Members & Guests are invited to join us for a day of education, fun and good company!

National First Ladies Library & Museum The Saxton Mckinley House, 331 So. Market Ave. Education & Research Center 205 So. Market Ave. Canton, Ohio 44702. Phone: 330-452-0876 ext 320. Tuscarawas ex.104/ I 77 www.firstladies.org/mapdirections Our group discount is \$ 6.00 per person. Our contact is Mary Rhoades. Parking lot of the Saxton/Mckinley House is available between 10-10:10 a.m. Line up at 10:15 for our 10:30 am guided tour.



LUNCH: THE 356 FIGHTER GROUP RESTAURANT 12:30- 1:30pm 4919 Mt. Pleasant Rd. No. Canton, OH 44720 Phone: 330 494-3500 2:00 p.m Artifacts on display are worthwhile viewing <http://www.356fg.com>

AFTERNOON TOUR: Maps Air Museum/Akron-Canton Airport “Where History takes flight”

2:15- 2:30 to 4:30 p.m. 2260 International Parkway, No. Canton, OH 44720. Phone: 330- 896- 6332. Contact is veteran Dennis Dickey 330-896-1306 (h). Shuffle ext. off state rte 241. Our group rate is \$6.50 per person.

Experience the gondola of the Goodyear Airship; F-4E Phantom Jet from the Korean and Vietnam Wars. Go inside a Mig 17 Russian War plane from the 1950-60’s. The museum has recently acquired an F-14 Fighter Jet. Http: www.mapsairmuseum.org.



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