



THE COURIER



Northeast Ohio Civil War Round Table



Tuesday September 14th, 2010 Meeting #110

Dino's Restaurant at I90 & State Rt. 306 Willoughby, Ohio

Guest Speaker: Scott Mingus Sr.

Topic: "Flames beyond Gettysburg, the Gordon Expedition, June 1863"

Reservations required Please call Steve Abbey

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

Scott Mingus Sr. is a scientist in the paper and printing industry with an unquenchable thirst for Civil War history. Scott worked for Avery Dennison and lived in the Cleveland area for more than twenty years before taking a position with Glatfelter, a German manufacturer of paper and business products located near York, Pennsylvania. Mr. Mingus holds patents on computer scan labels and adhesive backed tracking tape. He was born and raised near Zanesville, Ohio and is a graduate of Miami University of Oxford, Ohio.

Scott Mingus has written and published 7 books on the Civil War including: *Flames beyond Gettysburg, the Gordon Expedition, June 1863*; *Human interest stories from the Antietam Campaign*; *Human Interest Stories from the Gettysburg Campaign*. His latest book is *The Louisiana Tigers in the Gettysburg Campaign, June 1863* and is due to be released in October of this year. He has also published numerous magazine articles on the Civil War. Autographed copies of a number of his books can be purchased by our members and guests after our Tuesday night meeting. Be sure to join us for this special presentation by a former Cleveland area scientist and historian.



Scott Mingus Sr.

The Gordon Expedition of June 1863

In June of 1863 the fortunes of the Southern Confederacy were on the rise. The Army of Northern Virginia, commanded by General Robert E. Lee was fresh from its victory over the Army of the Potomac commanded by General Joseph Hooker at the Battle of Chancellorsville. General Lee was called to the Confederate capital in Richmond for a special meeting with President Jefferson Davis and members of his cabinet. President Davis wanted to dispatch a portion of Lee's Army to Vicksburg to help defend that city against General Ulysses S. Grant's Union Army that was threatening to finally capture the bastion on the Mississippi River. The South could not afford to lose Vicksburg; it was too vital to its commerce and was a symbol of Confederate strength and pride.

General Lee understood the urgency at Vicksburg and the need to save the besieged city but he felt that dividing his army would weaken his ability to engage the Army of the Potomac in the east. The citizens of the Southern Confederacy had endured two years of war. The farms and private lands of Virginia and North Carolina had been ravaged by the northern invader. Citizens were imprisoned and their homes and livestock impressed into use by the Federal armies. Lee believed that if he took his army into the north and threatened the cities of Harrisburg, and Philadelphia, Pennsylvania, as well as Baltimore, Maryland, President Lincoln would be forced to send Federal troops from Vicksburg to protect those threatened cities. Lee also felt that his Army of Northern Virginia could "live off the land" and give southern farmers the opportunity to harvest their crops. President Davis agreed with General Lee and authorized his movement into the north.



Brigadier General John B. Gordon (National Archives photo shown on the left) commanded a brigade in General Jubal Early's division of the Army of Northern Virginia. Gordon had survived life threatening wounds at the Battle of Antietam (Sharpsburg). Many of his troops did not expect him to live but John Gordon was an exceptional officer with unmatched grit. On June 28, 1863 Gordon led a force of nearly 2000 Confederate troops into York County, Pennsylvania. Gordon's mission was to secure important bridges and roads in Lancaster and York, Pa. His men were to destroy railroad bridges that would aid the Pennsylvania Militia and Federal forces that would be dispatched to defend the state.

Jubal Early's troops were busy in the city of York, removing food and all the cash and dry goods they could carry from the town. Many of the local citizens hid in their basements while others fled the area when they learned of the approaching "Butternut Horde." General Darius Couch was appointed by Pennsylvania Governor Andrew Curtin to command the state militia. Coach dispatched a motley crew of Pennsylvania militia, mostly senior citizens and convalescing wounded soldiers from the Army of the Potomac to Wrightsville, Pa. in an effort to protect the town and delay the approaching Confederates from capturing the Columbia Bridge over the

Susquehanna River. Jubal Early wanted the Columbia Bridge. He needed it to consolidate his troops and move on Harrisburg, Pa. The state militia hastily constructed earthworks and a barricade outside of Wrightsville.

Gordon's Confederate brigade wasted little time flanking the local militia and laid down a murderous fire that sent the defenders running across the Columbia Bridge but not before the defenders managed to set the structure ablaze. Frantic militia dumped coal oil on the walls and planking of the world's longest covered bridge and hot summer winds blew through the structure creating an inferno. The fire was so intense that burning embers were blown into the nearby town of Columbia. Many buildings were consumed by the raging fire. **The Columbia Bridge** was destroyed in the fire and Gordon's men were helpless to extinguish the blaze.

The Columbia Bridge was financed and owned by the Columbia National Bank and was built in 1834 at a cost of \$128,726. This bridge was vital to the local economy of south central Pennsylvania. At 5600 feet, the Columbia Bridge was an engineering marvel. The decking of the bridge supported two sets of railroad track, a carriage lane and a pedestrian walkway. The Columbia National Bank was never repaid for the destruction of the bridge by the state militia under the command of the Federal War Department. Lawyers for the bank and the town have presented a bill to the Federal government that with interest and principal amounts to \$170 million. Given the current state of the national economy, Congress is not in any hurry to pay off the debt on the Columbia Bridge.

References: *Flames Beyond Gettysburg, The Gordon Expedition, June 1863* by Scott Mingus Sr.

CIVIL WAR MINUTES by Franco M. Sperrazzo

Events Coordinator/ V.Pres.

Civil War comes to Mentor: August 1st was a sunny, breezy 84 degree day that provided the setting for a Civil War encampment hosted by the President James A. Garfield Lawnfield home in Mentor, Ohio. The two -day event included Civil War reenactors teaching history and answering questions. The event included demonstrations on medicine and care for the wounded, artillery fire, marching drills, and food fare and sutler stations. **Park Ranger Scott Longert**, director of the event, is a published author and historian. Ranger Scott invited our members and guests to attend the second annual event next year. He offered to reserve a shady area among the tall oaks for our use. The Lawnfield site presents numerous historical programs throughout the year for school age children and adults alike.



Ted Karle presented the historical background on a handful of Irish and Scottish ballads that were performed by special guest **Jay White** on his bagpipes. **Jay** added his personal interpretations of the convoluted Scottish and Irish history. Many of our members enjoyed the Pine Lake facilities very much and expressed the desire to return sometime in the future.

Fall Field Trip: *For those attending this year's fall field trip September 23-26, a reminder. Your deposits are due to Mike Sears ASAP! It is also necessary that you make your hotel reservations A.S.A.P. Only 4 of the 10 rooms on reserve were confirmed as of this writing. If they are not filled before our September 14th meeting, we will lose our Holiday Inn Express Hotel in Harrisonburg, Va. Please call (540) 433-2523 to reserve your \$84.00 per night room .*

New Directory Booklet/ Member Packet: **Steve Abbey** will be working with **Arlan Byrne** on a new members' packet this fall and our versatile front door greeter will also be soliciting the aide of **Mike Sears** and **Norma Kingsmill** to put together an update membership directory booklet. This will be similar to what founder **Rob & Natalie Bayless** orchestrated so well over ten years ago. You will be called on in the near future by a committee member for updated information.

Western Reserve Historical Society: Remember to start using the passes we have for the Western Reserve Historical Society. I hope to have the Sept-Oct.-Nov. calendar of events available for our meeting at Dino's Restaurant on September 14, 2010. **Be sure to check out the thank you letter from WRHS available on line only at the NEOCWRT web site.**

Summer Picnic: Forty-four NEOCWRT members and guests gathered at the Pine Lake Trout Club near Chagrin Falls, Ohio on Sunday August 22nd 2010 to enjoy a late summer picnic in an idyllic setting. Nestled among tall pines and quiet streams, the Pine Lake Lodge is a Thomas Kinkade painting in real life.

The gathering, played card games on the patio and a few of our members demonstrated their fly-fishing skills. A picnic supper served buffet style, was prepared by **General Manager Pat Runion**, and her staff. **Theo Karle** arranged an entertaining program with the assistance of **JET**.

NEOCWRT Picnic photographs by Frank Moore





AFTER THE HUNLEY – THE “SUB MARINE EXPLORER” AND JULIUS H. KROEHL

COMPILED BY CARL DODARO

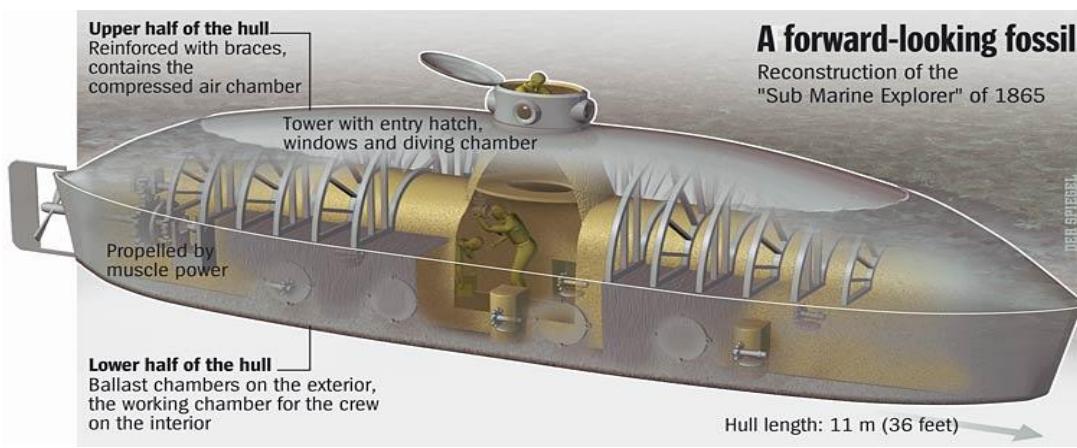
The local population of fishermen, those who fished the Pacific side of Panama, had used it as a landmark for as long as anyone could remember. The local legend was that it was a midget submarine that the Japanese had sent to attack the Panama Canal. It was a sort of a tide gauge, at high tide it disappeared, but at low tide, a large portion of it showed (as shown by the picture above from “Wikimedia on the Inter-net, uploaded by Jim Delgado”)

against the backdrop of the sandy island, the island of San Telmo, south east of Panama City. Jim Delgado, director of the Vancouver Maritime Museum, while on vacation in Panama, had heard the stories and decided to check it out. What he found as the ocean slowly uncovered the “iron cigar” with the outgoing tide, he knew was much older than a World War Two era submarine. With no equipment, remember he was on vacation; he swam out to the mysterious wreck. It was very old, but looked more modern than the “Hunley” of the Civil War, but not as modern as World War One submarines. As he left the wreck on a dingy to board the cruise ship, taking a few pictures on the way, he wondered about the vessel he had just climbed around on and why he had never heard about this wreck?

In 2001, Delgado’s mystery wreck would turn out to be one of the great historical naval finds of the modern era. After some dumb luck followed by a couple of years of investigative work, Delgado has discovered the lost “Sub Marine Explorer”, built in 1865 by Julius H. Kroehl, one of only five diving machines built before 1870 to survive to this day. The other four are the “Brandtaucher” designed by German inventor Wilhelm Bauer, now in a museum in Dresden, Germany, the “Bayou St. John” Confederate submarine, built during the Civil War and now on display at the Louisiana State Museum in Baton Rouge. Also the “Hunley” now being restored in Charleston, S.C., and the “Intelligent Whale”, built in 1866 and on display at the National Guard Militia Museum of New Jersey in Sea Girt, New Jersey. The American submarines were all designed during the Civil War and although the “Hunley” was the only one known to have seen military action, all were originally designed with a military purpose in mind. The “Sub Marine Explorer” due to reasons explained later, was the only one known to have been used by private enterprise after the war and is the most technologically advanced of the group

Julius H. Kroehl was born 1820 in Memel, East Prussia. He arrived in New York City in 1844, becoming a U.S. citizen in 1849. From 1852 to 1853, Kroehl was employed as an assistant engineer during the construction of the “New York Crystal Palace” exhibition hall. He was responsible for the construction of the central dome and for years after, he was known as the “engineer of the Crystal Palace.” In 1855, Kroehl secured a patent #12,133 for a flange forming machine, described in “Scientific American” as: “an improvement in machinery for bending flanges on wrought iron beams.” During this time, Kroehl had joined in partnership with Peter Husted, forming the company Husted & Kroehl (H&K). Some of the public contracts that H&K were awarded were the Mount Morris Firewatch Tower in 1856 (it still stands today). In 1853, H&K used explosive charges to remove Vanderbilt Rock off New York Harbor, Merlin Rock at the western end of the narrows in St. John’s harbor and when, after four years of trying by others, H&K was awarded the contract to remove the maritime hazard of Diamond Reef, with blasting operations continuing 8 to 9 months a year until 1860. H&K was acknowledged as one of the leaders in underwater marine demolitions. H&K also provided underwater explosives to the U.S. Navy for clearing obstructions in the Platte, Parana and Paraguay Rivers and this might account for Kroehl’s association with the Navy in the Civil War. As a private contractor, Kroehl and H&K recovered the Locomotive No. 160 and its tender after both had fallen off a barge and into 40 feet of water in the Potomac near Alexandria, VA in July, 1861.

In February 1862, Kroehl received a contract from the Navy to perform minesweeping in the Lower Mississippi River and to remove the chain barrier stretching between Fort Jackson and Fort St. Philip. This Kroehl was unsuccessful at, due to trying to move the bomb-vessel upstream against a strong current. His services were dismissed on May 20, 1862 {Official Records of the War of Rebellion – Navies v.XVIII, p.431}. It was shortly after this that he provided a report to Navy Secretary Gideon Welles on sub marine operations after his return to New York City. With the new technology of torpedoes (mines), Kroehl’s services were in demand and he demonstrated the use of electric torpedoes to be used in the James River. For his services he received a commission as an Acting Volunteer Lieutenant in the U.S. Navy. After some assignments on the East Coast, he was ordered to the Mississippi River and the Vicksburg Campaign of Admiral Porter. After developing navigation charts of the Mississippi, he drew up strategies to use torpedoes to destroy enemy shipping and under water obstructions. During the Steele’s Bayou Expedition he sunk a coal barge on his own initiative which allowed Union ships to retreat from a strenuous position. Later, while working with U.S. Artillery of Lauman’s division, he contracted malaria and was discharged honorably on August 8, 1863. It was during his recovery time from malaria that he seemed to expand on his ideas about a submersible vessel, one that was self-propelled and able to move freely – and could, with divers, attach mines to enemy warships. But by the time he had finished the plans and regained his strength, the Navy was less than enthusiastic. Kroehl’s project was too costly, the war at sea was almost all one sided, going the Union Navy’s way, and no one in the Navy seemed to recognize the enormous potential of Kroehl’s submersible battle machine. Kroehl, not willing to give up on the idea decided to try and sell the commercial side of a submersible craft, and was successful when he was hired in as a partner and chief engineer of the Pacific Pearl Company, to create a submersible to harvest oysters for pearls. Building the “Sub Marine Explorer” began in 1864.

THE "SUB MARINE EXPLORER" AS PICTURED IN DER SPIEGEL MAGAZINE

The "Sub Marine Explorer" was a hand powered diving vessel that had an interconnected system of a high pressure air chambers in between the inner and outer halves of the upper hull, a pressurized working chamber for the crew and water ballast tanks between the inner and outer halves of the lower hull. It was designed with a flat bottom. It was 36 feet long with an 11 foot diameter. The "Explorer" had a hatch on top for entry and a small hatch in the bottom or floor, which when the pressure had been increased enough to keep the sea water out, could be opened and the men, as many as six was a crew, could reach out of the craft and harvest the oysters.

The first test of the craft was May 30, 1866, as reported by the *New York Times*. According to **The Times**, Kroehl and three friends, entered his underwater device and dove to the bottom of New York Harbor at North Third Street. Bystanders waited anxiously for an hour and a half before the steel monster reappeared at the surface and the hatch slowly opened. Kroehl, clearly in the best of spirits, casually puffed away at his Meerschaum pipe and proudly presented a bucket of mud, freshly collected from the bottom of the harbor.

Pacific Pearl Company's investors were impressed by the demonstration and paid to disassemble the "Explorer", shipped it from New York to Panama's eastern coast, put on a train and taken through the jungle to Panama City on the western coast. The news of the arrival of the incredible diving apparatus caused a sensation as it was assembled at the train station. Six months later, June 1867, it was ready for its maiden dive into the Pacific, off the coast of islands owned by the Pacific Mail Steamship Company.

The trial runs, which lasted several weeks, proved the feasibility of the idea, but may have cut short the inventor Kroehl's life, as he died on September 9, 1867 as the trials were completed. The local doctors made the usual diagnosis and the U.S. Consul made it official, writing to Kroehl's widow that her husband had died of "fever". The funeral, the consul wrote, was held by the local chapter of the brotherhood of Freemasons at the Foreigner's Cemetery in Panama City. For two years after Kroehl's death, there were no further reports of the "Explorer" until the *New York Times* published a story about pearl diving on an island it called "St. Elmo". On an August day in 1869, at about 11 a.m., the boat apparently dove down 100 feet, into the waters off Pearl Island, remained submerged for four hours and finally surfaced with 1,800 oysters on board. The process was repeated on each of the next 11 days, until the crew had collected 10.5 tons of oysters and pearls worth \$2,000. But then, wrote the paper, "all divers succumbed to fever" and died, and this led to the undertaking being abandoned. The devilish machine, according to the *Times*, was taken to a protected bay off the island, where a new crew planned to return – but this time with "local, acclimated divers" supposedly immune to the "fever". Apparently the project and the "Sub Marine Explorer" were later abandoned, to be "found" again by Jim Delgado.

The **Mercantile Chronicle**, an 1869 Panama paper described how the "Sub Marine Explorer" worked. "Before submersion, enough air is filled into the compressed air chamber," using a "pump with the power of 30 horses" mounted on another boat, "until the air in the chamber reaches a density of more than 60 pounds". Once the compressed air tank has been sealed, "the men enter the machine through the tower on the upper side" and "as soon as the water is permitted to fill the ballast chambers, the machine sinks directly to the ocean floor", where "a sufficient amount of compressed air is promptly fed into the working chamber until it possesses sufficient volume and power to resist the enormous pressure of the water", so the men can "open the hatches in the floor of the machine" and begin recovering oysters. "When they have been underwater for a sufficient period of time and all shells within reach have been collected", compressed air is pumped into the ballast chamber "and as this air then forces out the water, the machine safely rises to the surface." The science of the 1860's was just starting to understand the pressures and their effect and was limited to just a few people who were studying the problem. Kroehl, the Pacific Pearl Co. or their crews would not have had any knowledge of the physical problems involved in deep compression diving. All that they knew was the "Explorer" went down, came up and they survived the trip. The trip must have been terrifying, the sound of the compressed air, water bubbling in and out, the pressure in their ears and the fouled air of candles, sweat and oysters as the oxygen was being consumed and its effect on them, they were just glad to see sunlight again.

Modern reconstruction of "Explorer's" systems suggests an ascension rate of one foot per second, or a rise from 100 feet to the surface in just less than two minutes. Even if it was more controlled and took longer to rise, Decompression Sickness would have been a factor. Using now standard U.S. Navy diving tables, the men inside "Explorer" would have exceeded their no-decompression limit in 25 minutes at 100 feet. After a two hour dive, and some of the "Explorer" dives are recorded to have lasted four hours, a decompression schedule of 60 minutes at 30 feet, 32 minutes at 20 feet and 40 seconds at 10 feet. The rapid decompression would lead to Decompression Sickness (the Bends) which is when bubbles from dissolved gases form in the body. The bubbles can form or migrate to any part of the body and its effects may vary from joint pain and rashes, to paralysis and death.

(continued on page 6)

HOW BAD IS OUR ECONOMY?

From Dr. R. Stabile

- The economy is so bad that I got a pre-declined credit card in the mail.
- I ordered a burger at McDonald's, and the kid behind the counter asked, "Can you afford fries with that?"
- CEOs are now playing miniature golf.
- If the bank returns your check marked "Insufficient Funds", you have to call them and ask if they mean you or them.
- Parents in Beverly Hills and Malibu are firing their nannies and learning their children's names.
- A truckload of Americans was caught sneaking into Mexico.
- Dick Cheney took his stockbroker hunting.
- Motel Six won't leave the light on anymore.
- The Mafia is laying off judges.
- Exxon-Mobil laid off 25 Congressmen.

For many years we have been accustomed to frequent references to Murphy's Laws. Since we have been the recipients of a list of Murphy's Lesser Known Laws, it seems proper to share them here.

1. Light travels faster than sound. This is why some people appear bright until you hear them speak.
2. He who laughs last, thinks slowest.
3. Change is inevitable, except from a vending machine.
4. Those who live by the sword get shot by those who don't.
5. Nothing is foolproof to a sufficiently talented fool.
6. The 50-50-90 rule: Anytime you have a 50-50 chance of getting something right, there's a 90% probability you'll get it wrong.
7. If you line up all the cars in the world end to end, someone would be stupid enough to try to pass them, five or six at a time, on a hill, in the fog.
8. If the shoe fits, get another one just like it.
9. The things that come to those who wait will be the things left by those who got there first.
10. Give a man a fish and he will eat for a day. Teach a man to fish and he will sit in a boat all day, drinking beer.
11. Flashlight: A metal tube used to store dead batteries.
12. The shin bone is a device for finding furniture in a dark room.
13. A fine is a tax for doing wrong. A tax is a fine for doing well.
14. When you go into court, you are putting yourself in the hands of 12 people who weren't smart enough to get out of jury duty.

(continued from page 5) The "Sub Marine Explorer" still shows itself at low tide and if you're on a cruise on the Pacific side of Panama, you may get a glimpse of this unknown but historic vessel.

SOURCES FOR INFO ON THE "SUB MARINE EXPLORER" and JULIUS H. KROEHL

WIKIPEDIA ARTICLES on the INTERNET – 1."SUB MARINE EXPLORER" – 2."JULIUS H. KROEHL" - 3."INTELLIGENT WHALE" – 4."BAYOU ST. JOHN CONFEDERATE SUBMARINE"

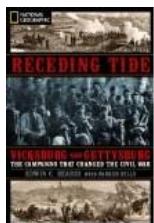
DER SPIEGEL MAGAZINE ONLINE – "THE SECRET OF THE PEARL ISLANDS by SVEN ROBEL" –

DATED 04/21/2006 WHICH INCLUDED THE DIAGRAM OF EXPLORER AND HAD THE MOST INFORMATION ON "EXPLORER" IN PANAMA AND IS REPRODUCED HERE.

CORNELL UNIVERSITY'S "MAKING OF AMERICA" COLLECTION FOR "SCIENTIFIC

AMERICAN" MAGAZINE ARTICLES ABOUT PATENTS AND KROEHL, ALSO FOR A SEARCHABLE VERSION OF "THE WAR OF THE REBELLION: A COMPILATION OF THE OFFICIAL RECORDS OF THE UNION AND CONFEDERATE NAVIES".

Receding Tide by Edwin C. Bearss with J. Parker Hills Book Review by Tom Horvath



Receding Tide is another attempt to capture the battlefield talks of Ed Bearss. This new book (2010) is a follow-on to *Fields of Honor*, both National Geographic projects.

The premise of this volume is that the tide of war was flowing in favor of the Confederacy until January 3, 1863. At 11:00 PM on that date, Braxton Bragg decided to retreat after the battle at Murfreesboro, and the tide began to recede and flow in favor of the North. Of course, there were setbacks, such as Chancellorsville, but by early July, 1863, everyone knew that the North could, and probably would, win the war.

Ed Bearss spends the first chapter filling in the background – from Lincoln's election through the first two years of the war. The bulk of the volume covers the period from January, 1863 until July 4, 1863. Focus is on the events in the east leading up to and including Gettysburg, and on the Vicksburg campaign, which Ed feels was the more important victory. It proceeds chronologically, switching back and forth as the action warrants. Rosecrans and the Army of the Ohio/Army of the Cumberland, and his Confederate counterparts, Joseph E. Johnston, Braxton Bragg, and the Army of Tennessee, are also followed. However, their impact on the story is based primarily on what they don't do, so not many pages are expended on them.

Vicksburg and Gettysburg are common subjects, but, somehow Ed Bearss adds freshness to their stories. There is no need to describe the depth and breadth of knowledge that he possesses. The interesting tidbits and amazing details at his command add to the interest.

What surprised me was the way that actions and decisions of the key players seemed to flow with a certain degree of inevitability when preceded by a daily account of previous occurrences. Many histories of these battles, especially Gettysburg, begin and end with the battle, with only a brief review of what led up to the action. The reader is left to feel that decisions were made from a clean slate, with only logic and reason contributing. Those authors either describe the decision with little justification, or attempt to make up for the lack of background at the point of the decision. Neither method works well. The extensive background in this book provided me a better understanding of Vicksburg and Gettysburg.

Most of the text is taken directly from Ed Bearss's battlefield talks. These are more detailed than those in *Fields of Honor*. J. Parker Hills provides an introductory note to each chapter, some additional comments, and bridges between the talks -- all identified by italics.

The spoken word doesn't usually read well when transcribed verbatim because the written word cannot convey vocal inflections and tone, facial expressions, and any number of other means of augmenting verbal communication. Ed Bearss's inimitable style is a case in point. He switches tense -- intermingling past and present when talking about a single event. He digresses -- referencing modern events that tie to the past. And he sometimes foretells subsequent events. All of these could make his transcribed talks cumbersome and uneven to read, but for some reason, they do not. Perhaps, once you've heard Ed speak, you hear him in the pages. Whatever the reason, it works. I found the book easy to read and very informative.

Published by the National Geographic Society in 2010, it contains 398 pages, an index, and a number of maps. There are no footnotes and it should be noted that the maps do not show troop placement or movements.

Amazon has the hard copy edition available for \$18.48 and the Kindle book for \$15.40, while Barnes & Noble has the hard copy available for \$20.16 and the ebook available for \$15.40. The Mentor Library has one copy and the ClevNet System has six, with four on order.

The Courier is the monthly newsletter of the Northeast Ohio Civil War Round Table

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NORTHEAST OHIO CIVIL WAR ROUND TABLE

FALL FIELD TRIP **SEPTEMBER 23-24-25, 2010**

SHENANDOAH VALLEY



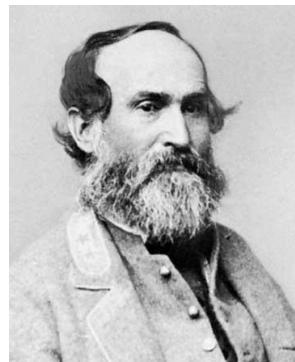
We will stay at the **Holiday Inn, 1400 East Market Street, Harrisburg, VA**, just off Interstate 81. **Telephone:** 540-433-2523. **Room charge:** \$84.00



We have the use of a hospitality suite. The motel has a full service restaurant that is highly rated. Our guide, **Ben Fordney**, will take us to the **TURNER ASHBY Monument** and tell us of his heroics. We will visit the **VISITOR CENTERs – at CROSS KEYS – PORT REPUBLIC** and **NEW MARKET BATTLEFIELD** where cadets from VMI battled the Union Army.

We will travel up the valley (south) to **LEXINGTON** and see **VMI – WASHINGTON and LEE COLLEGE** and the **GEORGE MARSHALL MUSEUM**. (Of WWII fame.)

We expect to travel in one bus out of Harrisonburg and have box lunches along the way. Our dinners will be at various restaurants.

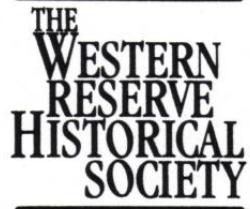


SIGN UP NOW – SEND \$100.00 deposit to:

Mr. John Sears (Please address your deposit to *john Sears*)

5843 Marine Parkway

Mentor, Ohio 44060



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Cleveland, OH 44106
Phone: 216.721.5722
www.wrhs.org

July 21, 2010

Northeast Ohio Civil War Round Table
c/o Franco M. Sperrazzo
1245 Bonnie Ln
Mayfield Hts, OH 44124-1803

Dear Mr. Sperrazzo:

Thank you and your group for contributing to the Western Reserve Historical Society Annual Fund. The uncertain economy has certainly created a challenge for WRHS in fulfilling our mission to keep alive the history of Northeast Ohio. Your gift to the Annual Fund is a much appreciated expression of support for WRHS and recognition of our vital role as an educational institution. With your help, WRHS will continue to make history relevant to all generations through our unique and extensive collections from costumes to cars and the soon to be restored Euclid Beach Carousel.

Please take the opportunity to visit us at our University Circle Complex and Hale Farm & Village this coming year. We have many exciting exhibits and programs scheduled for the entire family.

On behalf of the Board of Directors and the entire staff, thank you for your generosity.

Sincerely,

Gainor B. Davis, PhD
President & CEO

Gift Amount: \$200.00

Gift Date: 7/20/2010

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History...take it personally! 