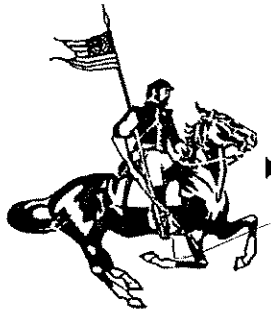


The Cleveland Civil War Round-Table
P.O. Box 18900, Cleveland, Ohio 44118



THE CHARGER

Vol. 19#1

353rd Meeting

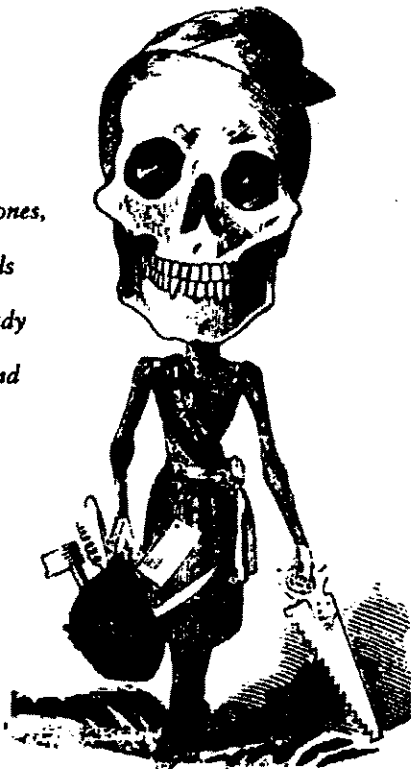
September, 1997

Tonight's Topic

The Medical Aspects of Gettysburg

A civil war soldier had a very negative opinion of the medical profession. This cartoon illustrates their feelings toward doctors.

*Hot hot old saw bones,
here you come,
Yes, when the rebels
whack us.
You are always ready
with your traps,
To mangle, saw, and
hack us.*



Tonight's Speaker

Dr. David C. Ramano

is a graduate of the Wright State University School of Medicine, completed his internship at the Akron City Hospital, and is past President of the Miami Valley Hospital class of Medical Technology.

Dr. Ramano is also a member of the Archeological Institute of America, Civil War Institute of Gettysburg, Pennsylvania, and a member of the Dayton, Ohio CWRT.

Date: September 10, 1997

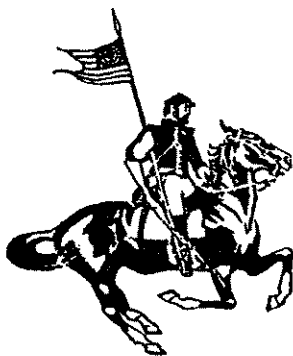
Place: The Hermit Club

**Time: Drinks 6 PM
Dinner 7 PM**

**Reservations: Please call
JAC Business Communications
at 861-5588.**

RESERVATIONS ARE A MUST

THE CLEVELAND CIVIL WAR ROUND-TABLE 1957 - 1997



President: John Moore
Vice President: Dick Crews
Secretary: Bob Boyda
Treasurer: Peter Holman

Editor of the **THE CHARGER**
Dick Crews
3673 Traver Rd.
Shaker Heights, Ohio 44122
(216) 752-9961 (800) 800-8310

Published by **JAC Communications**
Hanna Bldg, Cleveland, Ohio
John & Anne Caputo
(216) 861-5588

The Cleveland Civil War Round-Table meets normally on the second Wednesday of each month from September through May. The Round-Table also sponsors a Fall field trip each year to a selected Civil War site.
Dues are \$35.00 per year.
Membership information call Dick Crews (216) 752-9961 or (800) 800-8310

Past Cleveland C.W.R.T. Presidents

1997	Den Zeiser	1977	James Chapman
1996	John Sutula	1976	Milton Holmes
1995	Norton London	1975	Thomas Gretter
1994	Robert E. Battisti	1974	Nolan Heidelbaugh
1993	Kevin Callahan	1973	Arthur Jordan
1992	Bob Baucher	1972	Bernard Drews
1991	Joe Tirpak	1971	Kenneth Callahan
1990	Ken Callahan Jr.	1970	Frank Schuhle
1989	Neil Glaser	1969	Donald Heckaman
1988	Martin Graham	1968	Frank Moran
1987	George Vourlojanis	1967	William Schlesinger
1986	Tim Beatty	1966	Donald Hamill
1985	Brian Kowall	1965	Lester L. Swift
1984	Neil Evans	1964	Guy DiCarlo, Jr.
1983	William Victory	1963	Paul Guenther
1982	John Harkness	1962	Edward Downer
1981	Thomas Gschke	1961	Charles Clarke
1980	Charles Spiegle	1960	Howard Preston
1979	William Bates	1959	John Cullen, Jr.
1978	Richard McCree	1958	George Farr, Jr.
		1957	Kenneth Grant

Calendar of Events

September 10, 1997

MEDICAL ASPECTS OF GETTYSBURG
Dr. David Ramano, MD.

October 8, 1997

LINCOLN, A FRIEND OF THE FAMILY
DALE THOMAS

NOVEMBER 12, 1997

THE IRISH BRIGADE
STEVEN J. WRIGHT

DECEMBER 10, 1997

BEDFORD FORREST
BOB BOYDA

JANUARY 14, 1998

THE GREAT DEBATE

"THE THREE MAJOR CAUSES OF THE CIVIL WAR"

FEBRUARY 11, 1998

LINCOLN
ROBERT E. BATTISTI

MARCH 11, 1998

JOHN BUFORD
BOB BAUCHER

APRIL 8, 1998

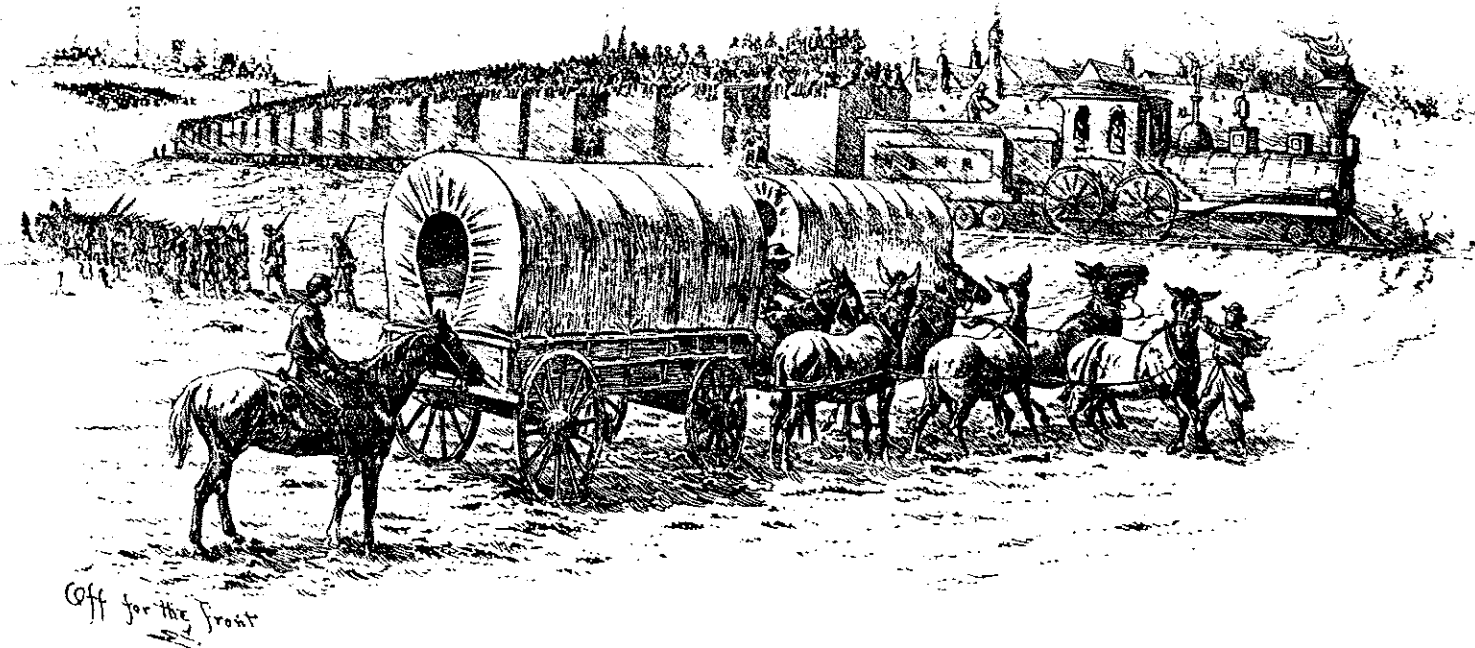
THE LAST NAVAL BATTLE
WILLIAM F. B. VODREY

MAY 13, 1998

FORT SUMTER
DAVID R. RUTH

**Gettysburg
Fall Field Trip 1997
Sept 25 - 28**

Reservations are a must ! Call (216) 861- 5588.



CIVIL WAR RAILROADS

North vs South

By Matt Slattery¹

We thrill at the thought of the great battles of the Civil War: Shiloh, Antietam, Gettysburg, Atlanta. We give less thought that these battles could not have taken place without stupendous effort to supply the armies with men, munitions, food, forage, and all necessities for such great conflicts. And we scarcely consider at all that most of these clashes were for the direct purpose of depriving the enemy of those necessities. The point -- how were those necessities obtained?

For the first time in the military history of the world it was by railroad.

In great respect the Civil War was for the use and control of the railroads -- or denial of same. Each side had great generals and brave soldiers, but one side used its railroads well, the other did not. At the start of the war there were 21,000 miles of road in the north, 9,000 in the Confederacy. But the difference was greater than that. The northern roads were interstate and, though they maintained their corporate identity, worked for and with the Washington government throughout the war. The southern roads, also privately owned, were state controlled and Richmond never succeeded in getting their full cooperation. In the south rails of adjoining roads were of different gauges. State lines were often transfer points causing unloading and reloading. Cities wanted railroads to come to their town, not through it, narrowly thinking that prosperity came from layovers by passengers (hotels, restaurants) and drayage fees from freight. Northern railroad thinking was the more traffic the better, let nothing impede it.

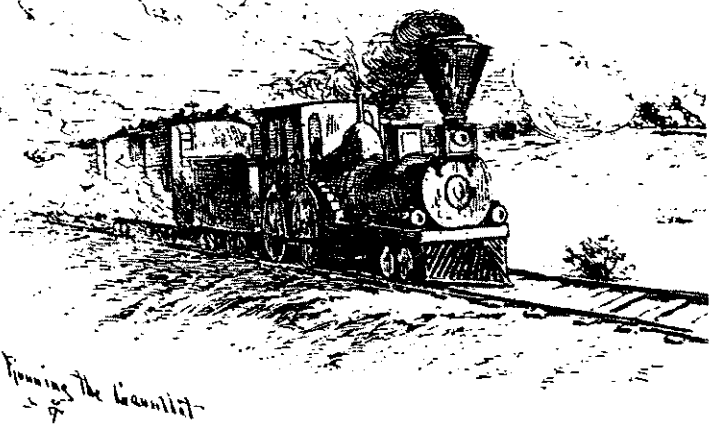
To accomplish this the northern roads were therefore built with heavier rails, better ballast, and proper sidings. All of this contributed immeasurably to the Union armies success.

In the north politicians, generals, and railroad executives worked together to maintain and improve the roads. In the south these groups were at loggerheads throughout. At the end of the war the north had more trackage and cars than at the beginning. The south's railroads were in a shambles. They had the means but not the forethought or the will to correct it.

¹ Matt Slattery, retired since 1974 has been a Cleveland CWRT member since 1984

In 1865 Robert E. Lee's veterans were starving while Sherman's were living high on the ample Georgian provender which could not be moved north to Richmond.

In comparing the war effort of the north and south, historians have glossed over an interesting fact: Lincoln and Stanton were both long-time railroad attorneys. McClellan and Sherman were both railroad executives. The South had a few railroad men who tried, who pleaded but were not listened to. And the north had and promoted railroad operators of great talent and energy. Chief among them are John W. Garrett, president of the B & O; Thomas A Scott V.P. of the Pennsylvania; Herman Haupt, engineer who became virtual railroad dictator, and D. C. McCallum, engineer and successor to Haupt.



The Baltimore & Ohio was a southern railroad running west from Baltimore through the slave states of Maryland and Virginia. But several complications deprived its enormous value to the Confederacy -- Maryland did not secede, western Virginia became West Virginia; and J. W. Garrett, in the face of seeming insurmountable obstacles, mainly that of Secretary of War Simon Cameron, was a confirmed unionist.

Washington D.C. was at the precarious end of a long rope which came down single tracked from Baltimore which was served by the N&C and the Penn. Cameron, an old Pennsylvania politician, had a personal and financial interest in the Northern Central R.R., attached to the Penn at Harrisburg and running to Baltimore. He, therefore, not only gave exclusive preference to his line, but; took no military action to prevent sabotage to the rival B&O.


However, Garrett never stopped trying and when Lincoln finally moved Cameron off the scene, the B&O received army protection, freight business, and served as a major conduit in the war effort. But pause for just a moment; to think what the B&O would have meant had it remained in Confederate hands.

Possibly the most fantastic and most hair raising railroad feat in the war was Sherman's advance on Atlanta. An army of about 100,000 men were fighting major battles almost daily at the dangerous end of a single track railroad 170 miles from Louisville to Nashville, 130 miles from Nashville to Chattanooga. 120 miles from Chattanooga to Atlanta. Forrest's cavalry chief among Confederate raiders, were relentless in their efforts to break the chain. McCallum warned Sherman he could expect at least six train wrecks a month. Bridges were particularly vulnerable but Haupt had perfected truss bridges in sections which could be rushed to the scene and assembled while the smoke still hung in the air. One disheartened rebel told his buddies,

"It won't help to blow the tunnel. Sherman carries extra tunnels with him."

Matt Slattery

The Connecticut Valley Arsenal Of the Union Army



By William Hosley¹

In the early 1800's increased industrial competition hastened the development of ever more sophisticated tools and machines, it also stimulated the evolution of better and faster guns. Since the invention of firearms in the fifteenth century, various attempts had been made to devise weapons that could be fired many times without reloading. But not until the 1830s did the quest for speed and repetition shift into overdrive, involving technologists and inventors throughout Europe and America. The Space Race of the 1950s and 1960s has known many analogues throughout history. The race to perfect fast guns breechloaders and repeaters was among the most urgent and colorful.

"The discovery of a perfect weapon loading at the breech," one nineteenth century analyst observed, was "second in importance to the invention of gunpowder" because it enabled an "army lying on the ground" to pour into its antagonist a sheet of flame and shower of lead." Breechloaders were typically five times faster to load than traditional muzzle loaders and much safer to use, allowing soldiers to reload from a crouching or protected position. carrying as many as fourteen loads at a time, the repeaters increased the speed of firing to more than ten times that of the traditional flintlocks that had been the dominant military firearm for centuries.

The earliest U.S. patent for breech-loading guns was assigned to John H. Hall of the U.S. Armory at Harpers Ferry in 1811. A design ahead of its time that was manufactured on a small scale, Hall's rifle ended up collecting dust in state arsenals after war secretary Joel Poinsett concluded in 1840 that "every attempt to increase the rapidity of firing will fail. . . after involving the government in great expense." Then, as always, the argument was that fast guns, by reducing the time of it took to reload, wasted ammunition.

In 1848 Christian Sharps secured a patent for what came to be regarded as the "first successful Breech Loading Rifle" that was inspired by John Hall's original design. A "true inventor. . . genuine genius and originator [and] a very decided spiritualist, "Sharps was described by contemporaries as "not sufficiently hard, selfish, keen, self-asserting, and *practical* . . . to gain and hold the just fruit of his labors." Nevertheless, within three years he incorporated as a holding company of Robbins and Lawrence and began manufacturing his new firearm in Hartford.

¹William Hosley is curator of American Decorative Arts at the Wadsworth Athenaeum in Hartford, Connecticut where he looks after the Colt collection.

Unfortunately, as Maj. Alfred Mordecai, the government's leading ordnance expert, noted in 1856, Sharps's development of a workable breech-loading mechanism was not by itself sufficient to render the invention fully practical—at least not in the view of the U.S. military. "Loading at the breech," he reported, "if it can be accomplished in a perfect manner, offers a complete solution of the question of easy loading and close fitting; it is... remarkable that no method of making a practical application of it has yet been suggested which can command general, or even extensive, approbation; mechanical ingenuity seems to have been thus far incapable of removing all the difficulties of having an opening or joint exposed to the action of the charge of powder." **Mordecai was mistaken.** By the mid-1850s a convergence of interlocking innovations in gunnery had eliminated the last obstacles to the creation of an effective breech-loading firearm. In 1848 the French Captain C.E. Minié resolved the search for the perfect self-expanding bullet needed to take advantage of the principle of the rifled gun barrel's difficult-to-load, spiral grooves by designing an oblong bullet, the famous *MiniéBall*, composed of a tapered cylinder with a hollowed out base that was easy to load and yet bit into the rifling grooves upon firing. By 1855 the smoothbore musket was obsolete. Even more important was the development of the metallic cartridge. By uniting the components of bullet, ignition system, powder, and casing, it enhanced the uniformity and weather resistance of projectiles, while greatly increasing the speed of loading and simplifying storage. The greatest blunder of Sam Colt's career was his failure to recognize the significance of the metallic cartridge. Colt's two major rivals, Winchester and Smith and Wesson, emerged in part as a result of his failure to take stock of an invention that, ironically, was developed by one of Colt's own workmen, Rollin White.

The parallel development of the percussion cap, which replaced the awkward and weather-sensitive spark and external priming powders of the flintlock system, made the revolver practical in the same way that the metallic cartridge made breech-loading long arms practical. Each validated the other, to the point where the combination of rifled barrels, breech-loading mechanisms, metallic cartridges, and repeating mechanisms achieved by either revolving cylinders (Colt's) or spring-fed magazines, created the ping-pong sequence of innovations that brought firearms into the modern age.

The breathtaking pace of technical innovation that occurred throughout the **Connecticut Valley** between 1845 and 1860 firmly established the region as the center of the American gun industry. In addition to Colt's revolver and Sharps's rifle, there was Lewis Jennings's invention of the first lever-action rifle with a tubular magazine, patented in 1849 and manufactured by Robbins and Lawrence, as well as Daniel Leavitt's 1849 patent of a revolver developed in collaboration with Edwin Wesson, and later Daniel B. Wesson, and born of a conspiracy to get around Colt's patent. Horace Smith, who had supervised the manufacture of the Jennings Repeating Rifle at Robbins and Lawrence in 1850 and was listed as a gunsmith in Hartford that year, soon entered into partnership with the Wesson faction. In 1852 Horace Smith and Daniel Wesson founded the Volcanic Repeating Arms Company, which manufactured lever-action pistols and carbines that later evolved into Tyler Henry's rifle. The Henry rifle in turn evolved into the Winchester Repeating Arms Company's famous lever-action, tube-fed, rapid fire, sixteen shot, .44-caliber killing machine. As early as 1858 *Scientific American* enthused that the Volcanic rifle was "beyond all competition by the rapidity of its execution. Thirty shots can be fired in less than one minute, *which* far outdoes the best revolving firearms yet produced. ***"So Imagine facing mounted troops armed with such capacity!"***

William Hosley

The Basic Civil War Reading List



A Recommended (and by no means complete) Civil War Bookshelf

by William F.B. Vodrey

Don't Don't Lincoln - Donald's (Series & Christy
N.Y. 1995)

Catton, Bruce A STILLNESS AT APPOMATTOX (Doubleday & Co., N.Y. 1953) A classic history of the final days of the war in the East.

Catton, Bruce THE AMERICAN HERITAGE PICTURE HISTORY OF THE CIVIL WAR (American Heritage Publishing Co., N.Y. repr. 1982) Perhaps my favorite one-volume illustrated history of the war; revised again in 1996.

Don't Coombe, Jack D. THUNDER ALONG THE MISSISSIPPI: THE RIVER BATTLES THAT SPLIT THE CONFEDERACY (Sarpedon, N.Y. 1996) An excellent book on the naval war in the West.

Foote, Shelby THE CIVIL WAR: A NARRATIVE (Random House, N.Y. 1963) A towering achievement, detailed and highly readable.

McPherson, James M. BATTLE CRY OF FREEDOM: THE CIVIL WAR ERA (Oxford University Press, N.Y. 1988) An excellent one-volume history of the war.

✓ McPherson, James M. WHAT THEY FOUGHT FOR, 1861-1865 (Anchor Books, N.Y. 1994) A fine exploration of the common soldier's motivations, hopes and fears.

Shaara, Michael **THE KILLER ANGELS** (Ballantine Books, N.Y. 1974) *A harrowing look at the Battle of Gettysburg and, in my opinion, the single best novel about the Civil War ever written.*

Stamp, Kenneth M., ed. **THE CAUSES OF THE CIVIL WAR** (Third Edition, Touchstone Books, N.Y. 1991) *A fine collection of contemporary essays, letters and political tracts on why the war came at all.*

Trulock, Alice Rains **IN THE HANDS OF PROVIDENCE: JOSHUA L. CHAMBERLAIN AND THE AMERICAN CIVIL WAR** (University of North Carolina Press, 1992) *Highly detailed and interesting biography of a too-long unappreciated Civil War hero.*

Ward, Geoffrey C., with Ric Burns and Ken Burns **THE CIVIL WAR: AN ILLUSTRATED HISTORY** (Alfred A. Knopf, N.Y. 1994) *The companion volume to the acclaimed 1990 PBS history series; excellent in its own right.*

West, Richard S., Jr. **MR. LINCOLN'S NAVY** (Longmans, Green and Co., N.Y. 1957) *An outstanding although somewhat dated account of the U.S. Navy in the war.*

Wills, Garry **LINCOLN AT GETTYSBURG: THE WORDS THAT REMADE AMERICA** (Simon & Schuster, N.Y. 1992) *Detailed, thoughtful, fascinating account of the background, writing and delivery of the Gettysburg Address. Wills explodes several myths about Lincoln's greatest speech and truly deserved the 1992 Pulitzer Prize which he won with this book.*

The Cleveland Civil War Roundtable Cleveland, Ohio

Cleveland CWRT member William Vodrey has produced this reading basic list for our members, new members, and guests. We have long needed a basic Civil War reading list for people who asked us how they can learn about the American Civil War.Thanks William.



Western Virginia...Stolen....

Immediate return Demanded

by Dick Crews

Much has been written about how the United States Constitution was trashed during the Civil war years 1861 to 1865. Most of the attention has gone to violations of human rights. Imprisonment with no writ of habeas corporis was the most often abused constitutional right.

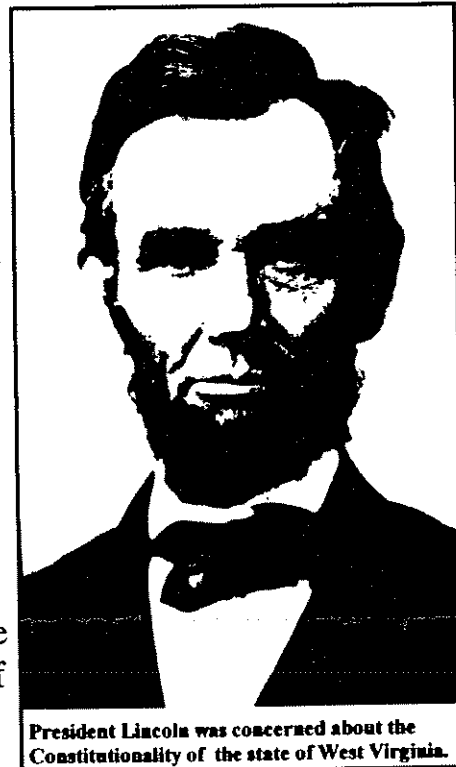
However, clearly the biggest constitution violation of the Civil War was taking the western third of the State of Virginia and making it into another State. Issues surrounding civil rights during war time are debatable, but the U.S. Constitution is very clear on taking part of one state to make another state.

The United States Constitution states: No new state shall be formed or erected within the jurisdiction of any other state without the **consent** of both the other state and Congress.

The State of Virginia never gave permission to allow the formation of the State of West Virginia from it's six western counties. Therefore the six counties of western Virginia, now the illegal State of West Virginia, **should be returned immediately to the State of Virginia.**

Well, how did the State of West Virginia come into existence in clear violation of the Constitution? How was it that the Virginia state capital of Richmond agreed to its western counties being formed into a new state. First, the capital of Virginia in July of 1861 was Wheeling, Virginia (now West Virginia) according to the United States Congress. Representatives from the the western counties of Virginia disillusioned by Virginia leaving the Union, met in Wheeling to create a *restored* State government. They elected a legislature and Governor Francis Pierpoint.

The Confederate's point of view *was that the six counties never cease belonging to Virginia*. The Confederate Congress voted to maintain the ancient boundaries of Virginia.



President Abraham Lincoln at war with the confederacy signed the bill to admit West Virginia on December 31, 1862, but he would not proclaim West Virginia a state until June 20, 1863 after ratification by West Virginia voters.

At the time a troubled President Lincoln noted, *"the Wheeling legislature giving consent was chosen at elections in which a majority of the qualified voters of Virginia did not participate."*

Lincoln was correct..... Return the six counties to Virginia.

Dick Crews



MUSIC IN THE CIVIL WAR

Civil War-era Americans preferred antebellum hymns, ballads, marches, and song, popularized by entertainers. According to studies by musicologist Dr. William Mahar, "The Last Rose of Summer" (1813), "Home Sweet Home" (1823), "Annie Laurie" (1835), "Listen to the Mockingbird" (1855), "Lorena" (1837), and "Dixie" (1860) were the six most popular songs of the war years. All prewar favorites, 5 of them focused on sentimental themes. Only "Dixie" written by Northern minister Daniel D. Emmett, made a regional reference. Ranking 7th in sales, entertainer Harry Mc Carthy's "The Bonnie Blue Flag" (1836) was the most popular tune lyrically addressing the national political schism.

A growing music publishing industry molded Northern and Southern taste. During the war 9,000 new songs were printed in the North and 750 in the South, many of them reproduced for the entertainment of soldiers, in single-page broadsides or small inexpensive songbooks called "songsters". Military bands played these favorites, as well as traditional or newly popular marches. Preserved arrangements used by the 26th North Carolina Regiment Band include waltzes, quicksteps, polkas, and ballads. The works of serious music also received some attention. New Orleans-born pianist and composer Louis Moreau Gottschalk (1829-69), popular before the war, returned from an extended visit to the West Indies and toured the North in 1862, performing classical works and his own pieces, employing hundreds of musicians.

Neither the Union or the Confederacy had an official national anthem. Joseph Hopkinson's "Hail Columbia"(1798), played by Northern and Southern musicians, served as an informal anthem in antebellum years. "Dixie", "The Bonnie Blue Flag", "God Save The South"(1861) by Earnest Halphin and Charles Ellerbrook and the "The Virginia Marseillaise" (an anonymous adaptation 1863 of the French national anthem) were rejected by the Confederate Congress for use as anthems. "The Star Spangled Banner"(1814) by Francis Scott Key was popular during the war but did not become the national anthem until adopted by Congress in 1911. Julia Ward Howe's "Battle Hymn of the Republic"(1862), based on the tune of the more popular "John's Brown Body"(an anonymous composition first published in 1861) was outsold by George I. Root's "The Battle Cry of Freedom"(1862), but it is remembered as *the song* most closely associated with Union war aims.



Following tradition, bands saluted President Abraham Lincoln with "Hail to the Chief." *Its lyrics*, written by Sir Walter Scott in 1810 for inclusion in his novel Lady of the Lake were first set to music of an unknown composer around 1812. The piece was played at President James K. Polk's March 1848 inauguration and thereafter became associated with the presidential office. No musical composition similarly honored confederate President Jefferson Davis.

A second musical tradition began during the war. "Taps" the bugle composition played at the end of a soldier's day was adapted from the "Tattoo"(1835) by Union Gen. Daniel Butterfield while in camp at Harrison's Landing, Va. Butterfield reworked the first 5 bars of the "Tattoo" itself adapted from a French bugle call and with bugler O.W. Norton of the 83rd Pennsylvania polished the piece into what was later named "Taps". At Butterfield's own order it replaced the "Tattoo" previously played as a signal to extinguish lights in camp. Maj. Gen. Emory Upton's Infantry Tactics(1867) established "Taps" as the official "lights out" call.

Taken from the Historical Times Illustrated Encyclopedia of the Civil War

Reprinted from The Soldiers Journal, the newsletter of the Fort Wayne CWRT, Fort Wayne, Indiana.



John Reynolds

*Killed the first day of
Gettysburg, July 1,*



Robert E. Lee

*Suffered his greatest military
defeat at Gettysburg.*



Winfield Hancock

*Wounded during
"Picketts Charge",*

Dear Cleveland Roundtable Member:

The Fall field trip this year is to the best known, most visited, and certainly the most debated battlefield of the American Civil War, **Gettysburg**. Clearly, Civil War buffs like ourselves can not properly go to heaven unless we have walked Pickett's Charge.

We have a great trip lined up with our friend Hugh Earnhart as our guide. Hugh is the retired head of the History Department at Youngstown State and a frequent speaker at the Cleveland Round-Table.

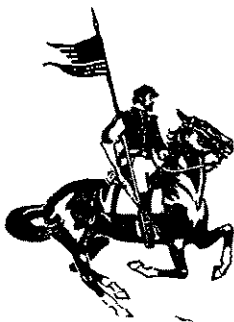
We will leave at dawn on Thursday, September 25, 1997 and return mid-afternoon on Sunday, September 28. You can ride with the *gang* in rented Vans or make individual arrangements to reach Gettysburg.

Guests are welcome. In years past we have had wives, children, cousins, and uncles. This year one member is bringing his 8 year old son to **Gettysburg for the first time**.

Cost? Experience from past years have indicated the average cost to be \$250 to \$ 300.

Come join us for the **Gettysburg's experience** which is hard to explain but keeps us returning again and again.

Frank Yannucci



**Cleveland Civil War
Roundtable
Fall 1997 Field Trip
Gettysburg, Pennsylvania
September 25, - 28, 1997**

Guide: *Hugh Earnhart*, retired head of the History Department,
Youngstown State University

Reservation Deposit: \$65.00

Hotel: *Holiday Inn* \$95.00 divided by two
Baltimore St.
Gettysburg, Pa.

NAME _____

ADDRESS _____

CITY & ZIP _____

PHONE _____

☐ Will be riding in the Van with the gang.

Please make the Check Payable to:

Frank Yannucci
22 West Heights Ave.
Youngstown, Ohio 44509
(330) 792-3501

Insignia of the Union Army

Enlisted

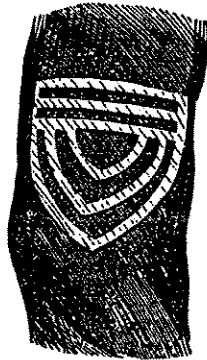
Officers



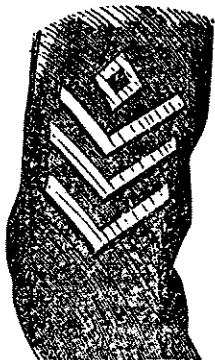
Hospital Steward



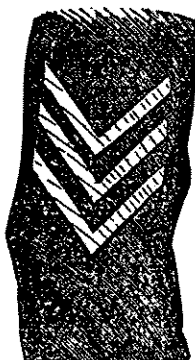
Sergeant - Major



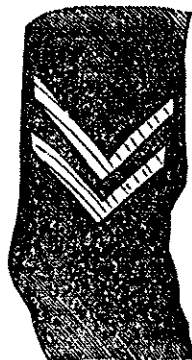
Quartermaster - Sergeant



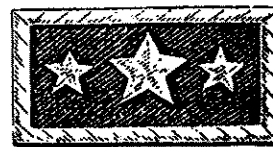
First Or Orderly Sergeant



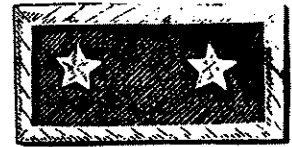
Second Sergeant



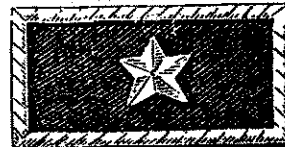
Corporal



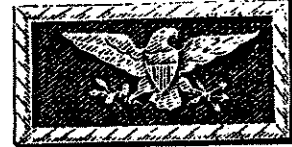
Lieutenant - General



Major - General



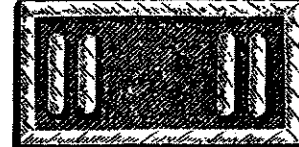
Brigadier - General



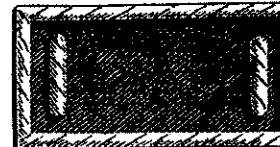
Colonel



Lieutenant - Colonel And Major



Captain



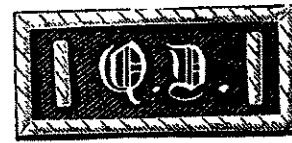
First Lieutenant



Second Lieutenant



Surgeon



Quartermaster



Paymaster



Commissary

THE CLEVELAND CIVIL WAR ROUND-TABLE 1957-1997

Special Meeting

The Cleveland Civil War Round-Table had a special meeting at the Hermit Club on Wednesday, June 4, 1997. The date of the special meeting was decided by vote at the April, 1997 meeting. A written notice was given to all members in the May, 1997, *The Charger*. A reminder post card about the special June meeting was sent to all members in late May. The purpose of the special meeting was to consider an amendment to the Constitution of the Civil War Round Table of Cleveland (as amended January 11, 1995).

The special meeting was opened by Dan Zeiser at approximately 8 PM. The members present were a quorum according to the Constitution.

A motion was made and seconded to amend the Constitution.

The amendment would delete the restrictive membership *of males only*.

The amended constitution would then read as follows:

Article II Membership

Section 1. Classes of Membership

The members shall consist of four Classes: ACTIVE

JUNIOR

HONORARY MEMBERS

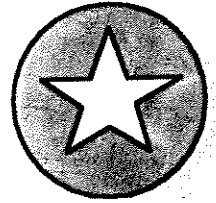
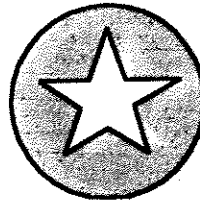
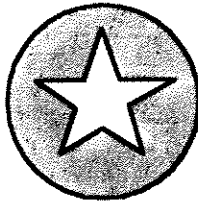
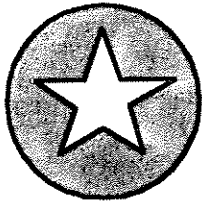
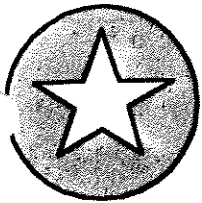
OUT OF TOWN MEMBERS

After a spirited discussion, the issue was called. The members voted by secret ballot. A majority vote of 2/3 of the members present is required to change the Constitution.

The amendment passed with 16 yes votes and 3 no votes.

There being no other business the meeting was adjourned at 8:45 PM.

John Sutula
Acting Secretary



PRESIDENT'S MESSAGE

As your president for 1997-98, I want you to know that I consider it an honor to serve the club.

Our roundtable is made up of many excellent students of the Civil War. Therefore, this year's list of programs contains five that are being presented by our own members and for that reason I know that we will have an outstanding year.

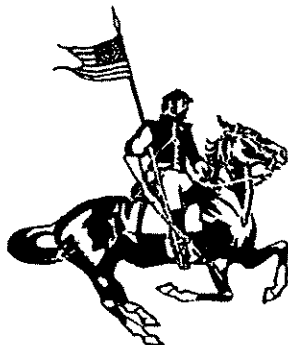
As reported in another section of this issue of "The Charger", you will learn that a meeting was held on June 4th. Those members present voted to change the constitution to include women. In July the executive committee met and addressed an agenda which included membership, meeting cost for 97/98, attendance, a membership survey, and the January debate.

It was decided to keep the meeting costs at \$20.00 and to encourage attendance by having members contact those on their side of town to offer rides. Looking at the calendar of events, you will notice that the January debate will address "The Three Major Causes of the Civil War". That will also be the topic for the student essay contest.

Frank Yannucci has done an excellent job of putting together the fall field trip to Gettysburg. If you plan to go, get those reservations to Frank!

Phone J.A.C. at 861-5583 with your dinner reservation for our September 10th meeting now if you haven't already done so. I look forward to seeing you there.

John W. Moore



John M. Moore
6957 Gates Road
Gates Mills, OH 44040

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