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# The Camp Griffin Gazette

News and Information from the Green Mountain Civil War Round Table

Vol. XVII, No. 7 – September 2009

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## “NEW YORK ROUND TABLE TRIP”

PETER S. SINCLAIR

TUESDAY, SEPT. 8, 2009

THE BLACK ANGUS STEAKHOUSE

ROUTE 4

QUECHEE, VERMONT

6:00 -6:30 Social Hour  
6:30 – 7:00 Buffet Dinner  
7:00 Business Meeting  
7:15 Program, followed by discussion  
9:00 Adjournment

Guaranteed dinner reservations **MUST BE MADE** by 7 p.m., Sept. 6, 2009. **Cost per person for the buffet dinner is \$16.00.** There is no assurance that additional meals will be available if you have not made a reservation. Should they be available, there will be an additional \$2.00 charge per meal. For the meeting and program only, there is a donation of \$2.00 for members and \$4.00 for non-members. For reservations please contact Gail Blake at 802-296-2919 or e-mail her at [auntis@comcast.net](mailto:auntis@comcast.net).

MENU  
ASSORTED SANDWICHES  
HOT DISH – DESSERT

(PLEASE NOTE: Our dinner meals, whether lunch or evening, will consist of sandwiches, salad/hot dish, and dessert. We will have one “dinner” meal next June which will be Gail’s Favorite: Hamburgers!

The *Camp Griffin Gazette* is the monthly newsletter of the Green Mountain Civil War Round Table. Editor: Ginny Gage. We encourage and welcome all contributions and suggestions. Send news and information to:

Ginny Gage  
365 East Road  
Cornish, NH 03745 or  
E-mail: [lewandginny@emailmv.com](mailto:lewandginny@emailmv.com)

The deadline for the October 2009 newsletter is September 27, 2009.

## Peter Sinclair

Peter Sinclair has lived more than half of his life in the U.S. and much of that in Ryegate, VT, even if he doesn't sound like it because he grew up in Australia. He became interested in the Civil War after inviting Jack Anderson to speak at his local historical society. Ryegate is a granite town, and the town history said that many monuments at Gettysburg were made in Ryegate where there was a mill that could make round columns.

This talk is in a series of pictorial reports on the Roundtable's Civil War Tours organized by Gail Blake. This year it was based on U.S. Grant and New York City.

## LAST CHANCE TO RENEW YOUR ROUND TABLE MEMBERSHIP

If you have not already done so, it is time to renew your membership for the year. Membership runs from March through February. When completing the membership form, please remember to include your email address. We are striving to send as many newsletters as possible by email, as printing and mailing costs consume a large portion of our

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treasury. Also, email helps us to be able to get additional information that may come up between meetings to you quickly. If you have any questions about whether or not your dues are paid, please call or email Mary Davis ([mary\\_davis01@comcast.net](mailto:mary_davis01@comcast.net) 603-448-3472).

### 2009-2010 Program Schedule Program Chair: Peter Sinclair

**Oct. 13** Phil Lechak – “Battle of Glorietta, March 1862” (New Mexico Territories)

**Nov. 10** Ed Lilley – “Damn the Torpedoes! Battle of Mobile Bay”

**Dec. 8** “Show and Tell”  
Michelle Arnosky

### 2010 Program Schedule

**Jan. 9** (Saturday meeting)  
Ken Borie – Surgeon General Court Martial

**Feb. 13** (Saturday meeting)  
Kate Larson – “The Assassin’s Accomplice: Mary Surratt and the Plot to Kill Abraham Lincoln.”

**March 13** (Saturday meeting)  
Mike Pride and Mark Travis – “Col. Cross and Gettysburg”

**May 11** Andy Ward

### Other Round Table Meetings and Happenings

Sons of Union Veterans Ripley Camp would like to invite all men to any of their monthly meetings at the Rutland American Legion on Washington Street on the fourth Tuesday of each month at 7:00 P.M. > They are also looking for speakers for their winter/spring programs and would love anyone with a program they’d like to present to contact Jim Proctor at [civilproctor@comcast.net](mailto:civilproctor@comcast.net) Check out The Ripley Camp #4 web site at: [www.ripleycamp.netfirms.com/](http://www.ripleycamp.netfirms.com/)

**Sept. 10 – Major McKinley Camp #9 – Sons of Union Veterans Meeting – 7 p.m. – Soldiers Memorial Building, North Park Street, Lebanon, NH.** Camp Members, Junior Members, SUVCW Auxiliary Members, and guests are welcome! For more information: [http://www.geocities.com/suvcwlebanonnh/classic\\_blue.html](http://www.geocities.com/suvcwlebanonnh/classic_blue.html)

**Sept. 9 – NEKCWRT – Tracy Martin** will speak on “The State Capitol and the Civil War.” For more information, contact Joan Huguenin at [PoohBahToo@hotmail.com](mailto:PoohBahToo@hotmail.com) or 802-754-6402.

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**Sept. 11 – CDCWRT – Joanne Bartlett, author, to speak on her new book on Abner Doubleday.** Meeting to be held at the Guilderland Public Library. For more information, check out their web site: [www.cdcwrt.org](http://www.cdcwrt.org)

**Sept. 18 – NHCWRT – Lew Gage – “Firefighters in the Civil War.”** Please check out their web site for more information: [www.cwrt-nh.org/](http://www.cwrt-nh.org/)

### ~~~~~ Soldiers & Civilians

**Now through October 12, 2009:**  
“Brothers in Arms” exhibit on the common soldier and his loved ones back home at New England Via Vermont, Alburgh Village. Includes medicine, Underground Railroad, veterans, children, ladies, scoundrels and more. Free. Open daily 10-5, with Sundays and Wednesdays by chance. For information, (802) 796-3665; [www.newenglandviavermont.com](http://www.newenglandviavermont.com)  
(From the June 2009 Civil War News.)

### “Everlasting Glory: Vermont Soldiers Who Were Awarded the Congressional Medal of Honor for Service During the Civil War 1861-1863.

Compiled and edited by Phil S. Rogers. Illustrated, footnotes, appendix, index, 78 pp, 2007, The Vermont Civil War Hemlocks. Order from Blue Hill Observatory, Box 156, Randolph Center, VT 05061, \$17.45 ppd.”  
(Above reprinted with permission from the Civil War News.)

### McClellan Statue Renovated in D.C.

According to an article in the August 11, 2009 Washington Post, several D.C. statues have recently been renovated. The McClellan statue, which stands atop a hill on Connecticut Avenue, was unveiled by President Theodore Roosevelt in 1907 (a rather late date for Civil War monuments). Although removed as commander of the Army of the Potomac, McClellan was popular with his soldiers, and the Society for the Army of the Potomac pushed for the monument after McClellan died in 1885. At the dedication, Oliver Otis Howard said McClellan cared for his soldiers " as a father cares for.... his children".

We will have pictures of the renovated statue at the September meeting.

(Contributed by Peter Sinclair.)

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## CLARK OF THE OREGON

By  
JAMES M. GALLEN

Charles Edgar Clark was born in Bradford, Vermont on August 10, 1843. After an unsuccessful attempt to enter West Point, he obtained an appointment to the Naval Academy, entering in 1860. His first ship was the USS *Constitution*, Old Ironsides, which, at that time, was serving as the school and barracks for the underclassmen. Among his favorite instructors was Alfred Thayer Mahan, who would become world renowned as a naval theorist. While a student, Clark saw the wreckage of ships destroyed by the CSS *Virginia* in Hampton Roads and traveled to England aboard the USS *Macedonian*. His academic training shortened by the war, Clark and his class graduated in 1863, after which he was assigned to serve aboard the sloop-of-war *Ossipee*, then assigned to the West Gulf Blockade Squadron under Rear-Admiral David G. Farragut. His major engagement of the Civil War was the battle of Mobile Bay.

Mobile Bay was a popular destination of blockade runners. The entrance to the Bay was protected, on either side, by the guns of Forts Morgan and Gaines. The Union plan of attack was to run a fleet past the forts. A Federal fleet within the Bay would end its days as a safe haven for blockade runners and would, effectively, blockade the Port of Mobile at the northern end of the Bay. Once the fleet was within the harbor, troops would be landed to capture the blockaded forts. This task was assigned to Rear-Admiral Farragut. The date for execution of the plan was August 5, 1864. The plan was to run the fleet past the guns of Fort Morgan. The four ironclads, *Tecumseh*, *Manhattan*, *Winnebago* and *Chickasaw* would sail between the Fort and the wooden ships. The fourteen wooden ships would run the guns of the fort, lashed together, two by two. The *Ossipee* would be in the sixth pair, closer to the Fort. The run was successful with only the *Tecumseh* being sunk. Once in the Bay, the one remaining threat was the Confederate ram, *Tennessee*. When the *Tennessee* came out to give battle it was subject to the combined fire of the fleet and the charge of several Federal vessels. The *Hartford* rammed the *Tennessee* and the *Ossipee* was within a few feet of her when its captain noticed the white flag above the *Tennessee*. It then accepted *Tennessee's* surrender.

Between the wars Clark was assigned to a series of duties in the Pacific, Japan, Annapolis, New England and, for a period, as a lighthouse inspector on the Great Lakes. Clark's shining "One moment in time" would come after he assumed command of the battleship *Oregon* on March 15, 1898.

The *Oregon* was the only battleship assigned to defend the Pacific coast. As such, it was the only vessel available to provide support to Commodore Dewey in his operations against the Philippines. As the greater threat was to the U.S. East Coast, Clark was ordered to sail the *Oregon* to Key West to join the Fleet in operations against Cuba and the Spanish Fleet under Admiral Pascual Cervera. This started Clark and the *Oregon* on their epic race which brought them to center of the nation's attention.

The Spanish Fleet under Admiral Cervera posed the only threat of attack to the United States. After sailing from

Spain to Cape Verde, Cervera remained there until pushed to sea by the Portuguese, who had declared neutrality. The location of the fleet became a source of concern along the Atlantic and Gulf Seaboards. In an age before satellites, aircraft and radio, rumor took the place of reliable information about the location of Cervera. Speculation was plentiful. Cervera was reportedly seen off Nova Scotia, Maine, Newport and Long Island. Ocean liners on their runs between Northern Europe and Boston and New York reported spotting the Spanish Fleet. Bombardment of the Coast from New England to the Gulf was anticipated. Valuables were moved inland from Boston and the Governor of Massachusetts refused to let the National Guard leave the state. It was to meet this threat that Clark and the *Oregon* left San Francisco on March 19, more than a month before the declaration of war, with 1,600 tons of Welsh coal, stores for six months at sea and a crew that was short 94 men, including 27 from the boiler room/coaling force.

In its race to the potential theatre of operations, the *Oregon* barely averted another *Maine* disaster. While proceeding toward Peru, the crew noticed smoke and heat in the forward coal bunker. A damage control team managed to douse the fire which had begun by spontaneous combustion.

The *Oregon* received its share of press coverage. The "Scientific American" speculated that Cervera would try to intercept the *Oregon* and destroy it before it could join the fleet. That possibility was also on Clark's mind. He had formulated a plan under which he would, upon contact with the enemy, run away from the Spanish, causing their pursuing ships to become separated. He would then attack the Spanish ships one at a time and single-handedly destroy Cervera's fleet. We will know how such an encounter would have turned out. By May 1, Clark had reached Rio de Janeiro. On May 25, *Oregon*, ready for battle, joined the fleet at Key West, after a voyage of 15,000 miles in 67 days, averaging 12 knots per hour. The *Oregon* left Key West to join the blockade of Havana.

Cervera's fleet was located in the harbor of Santiago in Southeastern Cuba. The *Oregon* was transferred to Santiago on June 1. On June 10, the *Oregon* provided cover for the Marine landings at Guantanamo Bay. The climactic naval battle of war occurred when the Spanish fleet attempted to break of Santiago Harbor. When the first ship of the flotilla exited the harbor, the *Oregon* held its place as one of the five battleships guarding the exit. The Spaniards got past the U.S. fleet and a race began as the Americans attempted to catch up with and destroy the enemy. At this point the speed of the *Oregon* and the leadership of Captain Clark became decisive. The high-grade Welsh coal with which the *Oregon* had loaded in San Francisco propelled it to 16 knots. *Oregon's* chief engineer had, at the expense of less bathing water for the crew, avoided using corrosive brine in the boilers. Clark, who had assumed command of an untested crew, had, during the trip around Cape Horn, molded the crew and ship into a fighting machine. As the temperature in the boiler room reached 150 degrees, Clark sent beer from the officers' supply to the boiler crew. During the chase, Clark raised the message "Remember the Maine!" to which the *Brooklyn* responded "We have!" When the *Oregon* closed to within range of the Spanish ship *Colon*, it opened up, forcing *Colon's* captain to run her

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aground. After the battle, Spanish prisoners saluted the *Oregon* with the cheer, "Bravo, Blanco Diablo!" Among the Americans it had earned the nickname of the "Bulldog of the Fleet."

Time did not well serve the memory of either the *Oregon* or Charles Clark. The *Oregon* went on to serve in the Philippines and to transport troops to the Boxer Rebellion and, in 1920, to Vladivostok. In 1925 it began 16 years of service as a floating memorial in Portland. It returned to action as a floating ammunition carrier in the Pacific in World War II. She was ultimately reduced to scrap iron Japan in 1956.

Charles Clark held shore assignments until his retirement in 1905. He died on October 2, 1922 in Long Beach, California. The amazing voyage and war record of Clark and the *Oregon* were soon lost from public memory. It is, however, a story worth remembering.

## "Lincoln and His Admirals"

by Craig L. Symonds

(Book Review by Alan Brunelle, Member  
NHCWRT)

Yet another book about Lincoln. And how many of us are really interested in the naval aspects of the war? Those were my thoughts when I went to see Professor Symonds talk about his new book "Lincoln and His Admirals" at the New Hampshire Civil War Round Table. Fortunately I did go -

Symonds is a very good talker, he was very "comfortable" up there - presenting his topic in a casual yet informative and entertaining manner. He selected a handful of topics from the book and gave a quick overview of each. Double fortunate for me, there were a couple of books available to buy (and get autographed). The book went to the top of my "to read" pile because of how much I enjoyed Symonds' presentation.

The numbers: "Lincoln and His Admirals" by Craig L. Symonds (Copyright 2008), ISBN: 978-0-49-531022-4). 366 pages of text, another 64 pages of bibliography, footnotes and index. There are a few pages of photos and a few maps scattered throughout the book.

The author stated his goal was to try and fill one of the (very) few remaining holes in the literature concerning Lincoln - to take a look at how Lincoln managed the naval aspects of the Civil War. It turns out there are quite a number of interesting topics to discuss, ranging from internal and foreign political intrigues to specifics about the advancing naval technologies. But the primary set of issues typically revolved around the interactions amongst and between the navy and the army - and the leaders of both, especially the navy.

Perhaps the most important reason why I liked this book is that Professor Symonds writes it in a way that captures Lincoln so very well: showing us how Lincoln grew his management capability over the years; giving us insights into how Lincoln's mind work its way through the problems presented to him; and perhaps most importantly how Lincoln utilized his interpersonal skills to get what he needed out of the people he had to work with. To help with this the author deftly weaves in Lincoln's trademark

humorous stories when discussing how Lincoln resolved certain issues. Symonds is very good at presenting the "why"

behind the stories and not just the stories themselves (although they are quite fun to read through on their own).

In fact, "weave" is probably a great way to describe how Symonds writes: each problem is shown to have multiple aspects concerning it; each typically has multiple people involved - each with their own agendas. What the author does is to combine all these parts and people and bring them together into one explanation, typically showing how Lincoln would analyze the information, frequently letting the dust settle, and then always trying to navigate his way through whilst attempting to get the best possible outcome with the least amount of "friction" possible. The ability to maximize the former and minimize the latter was probably Lincoln's greatest ability.

The book takes a mostly chronological approach to following Lincoln's naval management voyage throughout the Civil War. It shows how Lincoln - who was originally a naval neophyte, at least with respect to maritime issues - becomes a master of the naval efforts on both the coast as well as on the rivers. Topics include the Fort Sumter crisis, the "Anaconda" blockade, Monitor & Merrimack fight, the river wars, attempts on the Confederate-held ports, &c. Interestingly enough, the general nature of the book follows Lincoln's management "style" as the war progressed quite well: initially Lincoln (and those around him) did not have the necessary expertise or leadership necessary. This led Lincoln to take on more hands-on approach - coming up to speed on the technical and logistical issues and then dictating at a relatively low-level. As the war moved on Lincoln molded his leadership team to become what he wanted at the start: something that could deal with the details, leaving Lincoln to manage things at the higher levels. By the end of the war, through attrition, promotion and "teaching", Lincoln had finally established a command structure more in tune how he envisioned it should work. The book follows this course as well: at first we see Lincoln involved with very low-level details, by the end the issues are more largely dealing with arbitrating issues between various departments - leaving the underlying details to be managed by his commanders.

Of course here is where I have the obligation to put in what I didn't like about the book. Not much actually: the only minor nit would have to be the maps. There are never enough maps in any book and the few that are in here are very general in nature and in some cases I found it hard to see what the maps were trying to illustrate. Of course, this is not a tactical book - so the maps are not really needed at all.

In conclusion, I know I am very glad I went to that talk and bought the book - it goes up on my shelf now, alongside a handful of other books on Lincoln. I guess one can never have enough books about our greatest President, especially if the next one you add is as good as "Lincoln and His Admirals".

**Green Mountain Civil War Round Table  
March 2009— March 2010 Membership Rates**

Name: \_\_\_\_\_

Address: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Home Phone \_\_\_\_\_

Work Phone \_\_\_\_\_

E-mail  
address \_\_\_\_\_

- Single \$20.00 (includes newsletter)  
 Student \$10.00 (includes newsletter)  
 Two Person \$35.00 ( includes newsletter)  
 Family \$50.00 (includes newsletter)  
 Newsletter subscription alone – ten issues \$10.00

Is this a new membership   
renewal

Dues are payable to: GMCWRT c/o Mary B. Davis, 54  
Renihan Meadows, Lebanon, NH 03766.

**Civil War Event in Duxbury, VT**

By Peter Sinclair

On July 25, there was a Civil War event which included reenactors from the Hemlocks, talks and displays by local historical societies, and individuals. Talks were on the St Albans Raid (Jim Fouts), Gettysburg and Vermont (Howard Coffin), and Whit Maxfield gave a talk on his ancestor as an officer of the U.S. Colored Troops. Dave Curtin was involved in the Stowe Historical Society display- this included the interesting point that some of the bounty paid by the town included hiring negroes to fill 2/5 of the town's quota; this makes one wonder how often this happened.

Among the individual displays was a picture of the 1913 reunion at Gettysburg and a lot of Confederate bank notes and bonds. These did not include the famous Erlanger bonds which the Confederates used to raise money in London but which were backed by cotton. Due to the Union blockading of southern ports, this could not be delivered. Niall Ferguson in his recent book "The Ascent of Money" (also a recent PBS program) argues that complete blockade preventing cotton shipment was a crucial event in the financial downfall of the Confederacy.

Although the event was not well attended, many of us there found a number of interesting items which otherwise we would never have seen. I hope the organizers are able to hold this event again.

**2010 GMCWRT BATTLEFIELD JOURNEY**

Plans are in the works for our 2010 Journey, dates are April 29-May 4, 2010, focus destination is Lexington, VA.

We will journey to Carlisle, PA and visit the Carlisle Military Barracks, then travel to Lexington to visit VMI, New Market Battlefield, Stonewall Jackson's home, Washington and Lee Chapel and more. On our way home we will overnight in Gettysburg and enjoy a quick visit. Our good friend, Barbara Watts, and her husband, Mike, are relocating to the Lexington area, and Barb has graciously agreed to be our guide in Lexington. Pricing is not yet set, but will include RT motorcoach transportation from WRJct, five nights lodging, most meals, driver gratuity, all admission and guide fees, trip packet, and onboard refreshments. For more information contact Gail Blake, 802-296-2919 or email her at [auntis@comcast.net](mailto:auntis@comcast.net). Hope you can join us!

**3<sup>rd</sup> Vermont Volunteer Infantry Regiment  
Civil War Monument Dedication  
Escorted by Paul G. Zeller  
Thursday, October 8-Sunday, October 11, 2009**

Join Paul G. Zeller, Civil War author and historian, in the celebration of a monument dedication to the 3<sup>rd</sup> Vermont Volunteer Infantry Regiment at the site of the battle of Dam Number 1 in Newport News, Virginia. It was at the battle of Dam Number 1, frequently called the battle of Lee's Mills, that four companies of the 3<sup>rd</sup> Vermont Infantry Regiment made their first courageous assault upon Confederate earthworks. Led by Captain Samuel Pingree, the Vermont charge drove the Confederates from their advanced rifle pits along the shore of the Warwick River. Initially successful, the outnumbered Vermonters came under a heavy counterattack. Without reinforcements, and in spite of being severely wounded, Captain Pingree brought his men back across the river amid a hail of bullets. In that short fight, 26 Vermonters were killed and 63 were wounded, nine of whom would later die of their wounds.

Throughout the fight, Julian Scott, a drummer boy, crossed the blood stained river several times to rescue the wounded. For their bravery that day, both Samuel Pingree and Julian Scott were awarded the Medal of Honor. The Eighteenth Vermont Regiment, Inc., a contemporary Civil War historic preservation organization, commissioned Rock of Ages in Barre, Vermont, to produce a Civil War memorial to honor the courage of the men of the 3<sup>rd</sup> Vermont Volunteer Infantry Regiment at the battle of Dam Number 1 on April 16, 1862. Funding for the \$18,000.00 monument was raised through individual donations and contributions from attendees of the 18<sup>th</sup> Vermont Regiment's annual Civil War Expo. The nearly seven foot tall monument of Vermont granite will be located at the preserved battle site beside the Warwick River in the Newport News Park.

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### Day 1, Thursday

With an early morning departure from Burlington, we arrive in Aberdeen, Maryland, where we overnight. Enjoy an included dinner featuring regional Chesapeake Bay seafood.

### Day 2, Friday

Following breakfast in the hotel, we travel to Newport News, Virginia, where we arrive in time for a fortifying lunch to prepare us for an afternoon of touring.

Our first stop is Young's Mill, where the Vermont Brigade had a skirmish on April 4, 1862. Next we visit the Warwick Courthouse and Confederate trenches along the Warwick River, followed by a walking tour of the battle site. We travel to historic Williamsburg where we overnight. Enjoy dinner at the Whaling Company, recognized by locals as Williamsburg's seafood specialist.

### Day 3, Saturday

Enjoy breakfast in the hotel before departing to the Mariner's Museum in Newport News. Witness the full-scale replica of the USS Monitor and relics from its watery grave. After lunch, we travel to Newport News Park for the 1:00 pm dedication of the monument.

We board the coach after the dedication and travel to Aberdeen, Maryland, where we overnight. Dinner this evening will be at the renowned Captain Billy's Crab House.

### Day 4, Sunday

Following an early breakfast in the hotel, we depart for Vermont. With rest/lunch/snack stops along the way, will arrive at approximately 8:00 pm.

#### Your Package Includes:

- Three nights lodging
- Three breakfasts
- Two lunches
- Three dinners
- Visit at Young's Mill
- Tour of the Warwick Courthouse
- Tour of the Dam Number 1 battlefield
- Tour of Confederate trenches
- Tour of Mariner's Museum
- Dedication Ceremony
- Professional guide service by Paul G. Zeller
- Round trip transportation on a luxury 55-passenger motor coach
- Taxes and gratuities (NOTE: Gratuities for guide service and driver are not included and are left to your discretion.)

**Depart:** South Burlington: 7:00 am, Charlotte 7:30 am, Middlebury 8:00 am, Rutland 9:00 am, Glens Falls 10:00 am, Saratoga Springs 10:30 am.

**Return:** Saratoga Springs 4:30 pm, Glens Falls 5:00 pm, Rutland 6:00 pm, Middlebury 7:00 pm, Charlotte 7:30 pm, South Burlington 8:00 pm.

**Per Person:** Double occupancy: 599.00/ triple occupancy: 553.00/ quad occupancy: 525.00

Lunch served at the Boxwood Inn in historic Lee Hall is a real treat. You'll be immersed in great flavors and history as you dine in the former home of Simon Curtis, the "boss man" of Warwick County.



P.O. Box 367, Jeffersonville, VT 05464 802-644-8027

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### NEW LINCOLN EXHIBIT OPENS TO THE PUBLIC IN SEPTEMBER

On Saturday, September 5, a new exhibit opens to the public at The Lincoln Family Home at Hildene. "The American Ideal: Abraham Lincoln and the Second Inaugural" is set within the context of Lincoln's Second Inaugural, which harkens back to the then radical beliefs first enunciated in the Declaration of Independence. Visitors will learn how the Civil War and President Lincoln helped bring life and meaning to the promise of the American Ideal of equality, justice and opportunity for all. The exhibit incorporates text from the speech, considered to be one of the president's greatest, and artifacts from the collections of Hildene and Brown University's John Hay Library, one of the five great Lincoln collections. The two institutions recently formalized their partnership with a Memorandum of Understanding and the formation of the Hildene-Brown Collaborative.

When it comes to discussing the significance of the exhibit, Hildene Executive Director Seth Bongartz readily states his belief that, "Lincoln's Second Inaugural Address is not only the finest Presidential speech in American history, it may be the finest piece of writing ever produced by any American in any genre. If we are able, with the aid of relevant artifacts, to reintroduce our guests to the meaning of the Second Inaugural and the ideals Lincoln sets forth for the country, we will have accomplished something important."

The Lincoln Family Home at Hildene is open daily from 9:30 to 4:30. Admission, which includes the exhibit, is \$12.50 for adults, \$5 for youth 6-14, children under 6, Hildene members and volunteers are free. For more information on Hildene, visit [www.hildene.org](http://www.hildene.org), call 802.362.1788 or email [info@hildene.org](mailto:info@hildene.org).

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