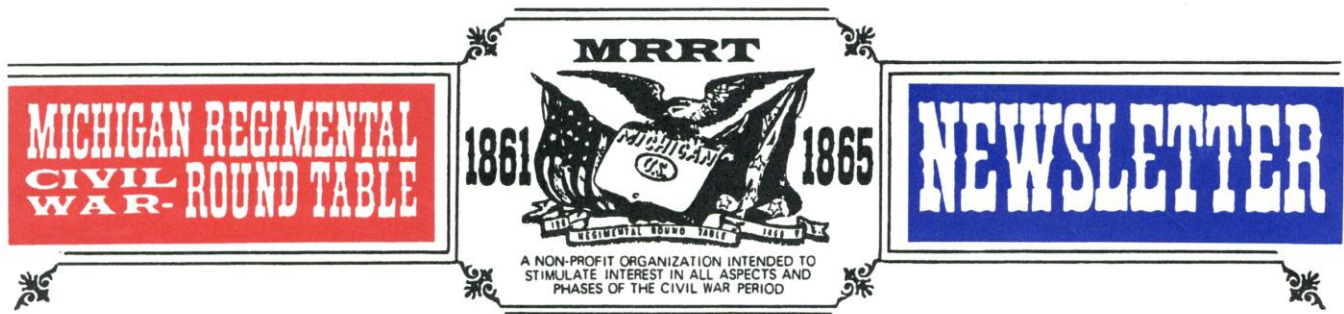




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Sadly, our good friend MRRT member Tom Herritage has passed away. His interest in the Civil War came from being a direct descendent of a Confederate officer killed at Gettysburg. Tom served as a Swift Boat commander during the Vietnam War. He and his wife, Linda, really enjoyed our annual field trips. Our sympathies to Linda and his family.

Great news: Two months after filing an appeal to the Virginia State Supreme Court data center developer has dropped their appeal of court rulings not allowing building centers near the Bull Run battlefield! David Duncan, President of the American Battlefield Trust (ABT) said, *"I am grateful for the stalwart determination of all who stood with us to ensure these deep-pocketed data center developers did not succeed with their plans to construct dozens of data centers next to beloved national park and historic treasure."*

Also, data center developers want to develop a complex next to the Wilderness battlefield.

MONDAY, JULY 27, 2026, ROUNDTABLE MEETING

Our July 2026 meeting will be on Monday, July 27, 2026, at 6:30 pm at the lower level of the Farmington Library, on the corner of Grand River and Farmington Road. Our guest speaker, Roy Finkenbine from University of Detroit-Mercy, will share with us the story of "Searching for Jordan Anderson."

OUR 2026 FIELD TRIP – DESTINATION: WINCHESTER, VA!

Our trip will be on the weekend of October 17th and 18th. We are expecting twenty-four participants. **We may still sign up for the trip.** You may call Linda at 586.588.2172 or e-mail her at lindagerhardt99@gmail.com.

Tour Cost

\$320 per person, based on twenty-four participants. Please write your check out to Jim Burroughs (the bank does not like checks made out to the MRRT). Jim's mailing address is: 1632 North Silvery Lane, Dearborn, MI 48128-1081. We may also bring our checks to the meeting. This includes the tour guide fee and tip, and motor coach transportation around the Winchester area. The fee also includes Saturday buffet lunch north of Winchester, Saturday evening banquet in the historic district of Winchester and Sunday sit-down lunch at the Edinburgh Mill near Strasburg, VA. Also, water and snacks on the bus.

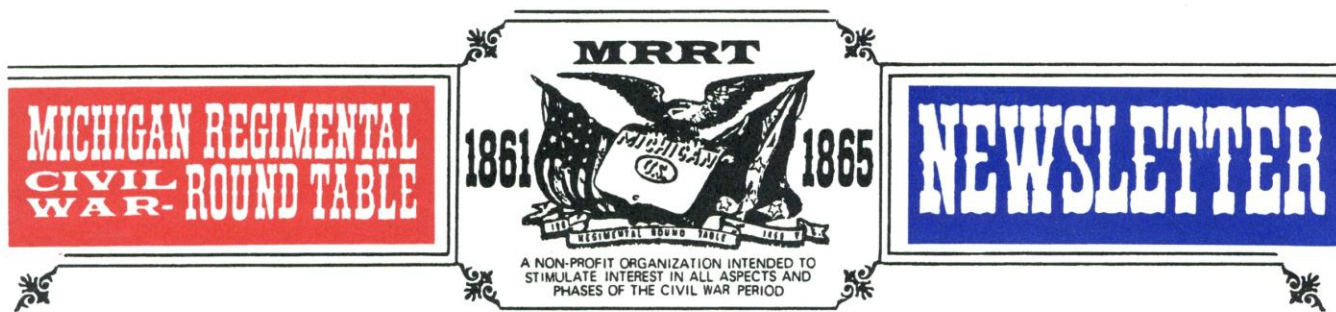
Tour Guide: Scott Patchen, who has served as our guide on previous trips. **Tour Dates:** October 17–18. **Hotel:** Hampton Inn – Winchester. A block of rooms will be available for \$139 per night. To reserve, call 540.678.4000. The Hampton Inn is located at 1204 Berryville Avenue, Winchester. Rooms are reserved under MRRT 2026 Tour. Hot breakfast each morning. **Tour Bus:** Varsity Travel-Winchester.

Itinerary: Saturday – 1862 Stonewall Jackson-Sandy Ridge 1864 Jubal Early-Prichard Farm and Third Battle of Winchester

Sunday – Fisher's Hill Battlefield, Cedar Creek Battlefield, Frederick County Courthouse Museum – Winchester

Please note that each participant must provide his/her own transportation to and from Winchester, Virginia.

ROUNDTABLE WEBSITE The Roundtable has a great website, well-managed by our friend, Gerald Furi. **The website is: <https://www.mrrt.us>**



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JULY 27, 2026, SPEAKER – Dr. Roy E. Finkenbine, PhD – University of Detroit-Mercy

Roy will tell the story of Jordan Anderson, an enslaved Tennessean who escaped to the contraband camps in Nashville. He worked as an orderly at Cumberland Military Hospital, while his wife, Mandy, worked as a nurse.

A Union doctor befriended the Andersons and helped them move to Dayton, Ohio, where Jordan became the driver and personal servant of a prominent banker and Republican leader. The family gained attention in August 1865 when Jordan wrote to his former enslaver, praising freedom and calling for reparations for formerly enslaved people.

His new employer made sure that the letter was circulated to newspapers and other publications across the United States and Europe. Jordan was the Grand Marshall for the 1870 city parade celebrating the passage of the Fifteenth Amendment giving black men the right to vote. The Andersons went from being slaves to having an MD in the family in one generation.

Roy E. Finkenbine is professor of history and co-chair for the History Department at U of D-Mercy. He teaches several courses relating to Black History and the Civil War era. He has consulted on museum exhibits, documentary films, and television programs on African American history.

During his first visit with us in 2024, Dr. Finkenbine gave an outstanding and convincing presentation on slavery being the cause of the Civil War.

This will be an outstanding presentation on Monday evening, July 27, 2026!

June 2026 Speaker – Dr. Jim Epperson, PhD (Mathematics) – U.S. Grant, Lew Wallace, and Shiloh: What Happened and Why?

The Roundtable really enjoyed Part 2 of Jim Epperson's discussion of General Lew Wallace and his role in the bloody battle of Shiloh in April 1862.



General Wallace's Situation before the Battle of Shiloh

Before the Battle of Shiloh, General Wallace's division camped five miles from the Union lines. His much-needed men did not reach the battlefield until 7:30 pm on the first night of the battle, April 6, 1862.

General Grant's headquarters were in Savannah, ten miles from Pittsburgh Landing, which became a key battle site. Cannon fire began at 7:10 a.m., and Grant left Savannah at 7:30 a.m. He met Lew Wallace at 8:30 a.m. Wallace wanted orders, but Grant did not yet know what was happening.

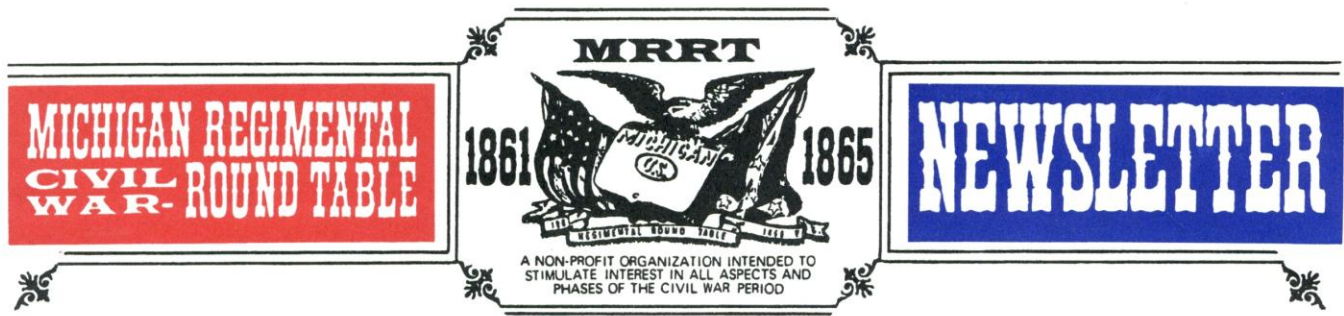
General Wallace had done nothing between 6:00 – 8:30 am. He should have sent his cavalry to Pittsburgh Landing to find out what was going on.

(Picture left – General Wallace statue in Crawfordsville, IN)

Confusing Verbal Orders for General Lew Wallace

General Grant finally arrived at Pittsburgh Landing at 9:30 am. **General W.H.L. Wallace (no relation to Lew) shortly thereafter briefed General Grant. He then issued controversial verbal orders to his chief of staff, John Rawlins. Rawlins then dictates the order to Captain A. S. Baxter, the Quartermaster. To add to the confusion, Rawlins did NOT sign the order or check to see what Baxter had written. Captain Baxter finally delivered the orders at 11:30 AM, three hours later. After Baxter found**

Lew Wallace, Lew gave his men ½ hour for lunch!



General Lew Wallace had two brigades at Stony Landscape. General Grant wanted him to take the river road, which had no name and some of it was underwater. Lew Wallace thought that he would form on the right of the Union Army which was six miles away. The other route was only four miles.

Lew

General Lew Wallace Finally Begins to Move His Division

General Wallace began improving the route, repairing bridges, and corduroying roads. General Grant told Lew Wallace to hurry up with his men. **Lew then told Grant's aides that he required written orders. Grant was really upset and did provide written orders. Lew Wallace finally understood that the Union Army had been driven back.**

A farmer helped Wallace's division find the road to the army, but problems continued. The march was slow, and the division stretched out along the route. It eventually reached Wallace's Bridge, named after a local farmer, at 7:30 pm, after the first days' fighting had ended.

General Wallace did not use his cavalry or staff to understand the topography or roads in the battlefield area. We can make the same complaint about General Grant. Also, communications among division commanders (especially Lew Wallace) was a problem because headquarters was at Savannah.

After the battle, General Lew Wallace requested a court of inquiry but withdrew the request after corresponding with General Sherman. In March 1863, Wallace complained to the Western commander, General Halleck. General Grant had three of his aides respond.

The Roundtable thanks Jim for his thorough explanation of this confusing situation.

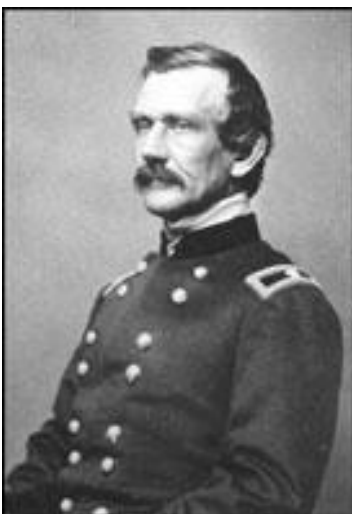
Civil War Essentials – General Andrew A. Humphreys – He Helped Win the Civil War (But lost the Mississippi Battle)

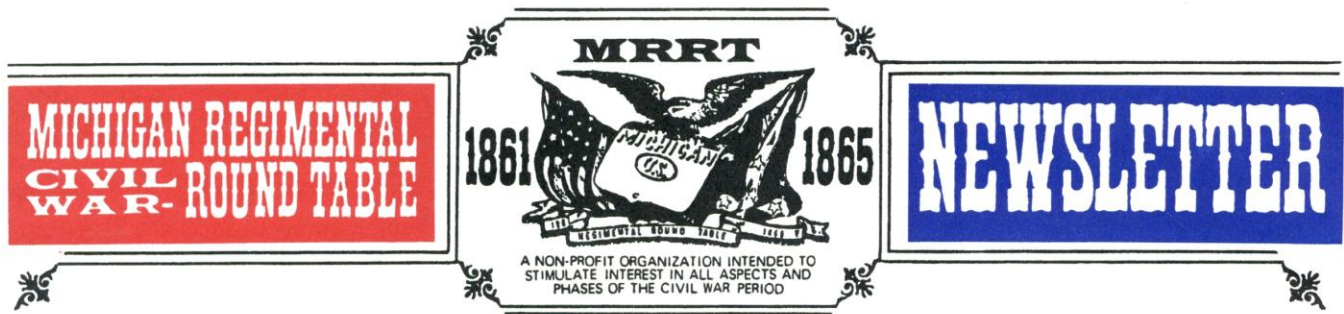
Andrew Humphreys was a highly respected engineer who became a capable and successful senior officer in the Union Army. After the war, however, he became embroiled in a bitter dispute with another prominent wartime figure over how to control the wild and unpredictable Mississippi River—and who should lead that effort.

Pre-War Life

Humphreys was born into a prominent Philadelphia family – his grandfather Joshua was the man who designed the first US frigates including the *USS Constitution*. Andrew was born in 1810 and, after attending private school, entered West Point at age seventeen. Upon graduating in 1831, he was assigned to artillery. In 1836 his unit was sent to Florida to help suppress the Seminole Indians. The campaign was a failure, and Humphreys contracted a fever during it. Disillusioned, he resigned his commission and worked for 2 years as civilian engineer. In 1838, he rejoined the army in the topographical engineers and by 1844 oversaw the Coastal Survey.

In 1850, he was ordered to study the Mississippi Delta and try to find ways to protect the people along the river from flooding and increase the depth of water over the bars at the mouths of the river where it emptied into the Gulf of Mexico. This task would occupy most of his time prior to the outbreak of the war and required trips to Europe to observe river control techniques there. In 1861, he and a co-author published a





book considered the definitive study of river hydraulics. He also investigated alternate routes for the proposed transcontinental railroad during this decade. Recognized as a leading engineer, he was invited to join the American Philosophical Society and other scientific societies.

Wartime Accomplishments

Although distrusted by some because he had been close to then Secretary of War Jefferson Davis during the pre-war railroad survey, Humphreys was assigned to an engineering position under McClellan at the beginning of the war. In September 1862, he took command of a division in the Army of the Potomac. **At Fredericksburg, he had his first major combat command leading his division up Marye's Heights.** He was praised for leading from the front encouraging his untested troops to face the heavy fire. Brave or foolhardy, he survived uninjured but five of the seven staff officers with him became casualties in the futile attack.

He was, however, not entirely popular with his command because of his strict discipline. A young Union officer described him as *"an extremely neat man ... continually washing himself and putting on paper dickeys"* At both Chancellorsville and Gettysburg (where his division was in Sickles' ill-fated III Corps), his troops were managed by the Confederates through no fault of Humphreys. **After Gettysburg, he was promoted to major general of volunteers and became Meade's Chief of Staff.** His private writings at this time reveal his egotistical nature; he once wrote *"I hate to be second to anyone."*

Heroics during the 1865 Appomattox Campaign

In November 1864 he took command of the II Corps from Winfield Scott Hancock who had not truly recovered from his Gettysburg wound. Considered a hard fighter, his II Corps was one of two chosen by Meade to attack Lee's lines after the Confederates' defeats at Fort Stedman and Five Forks. He was particularly successful in the pursuit of Lee's army, notably at Saylor's Creek, after the evacuation of Richmond.

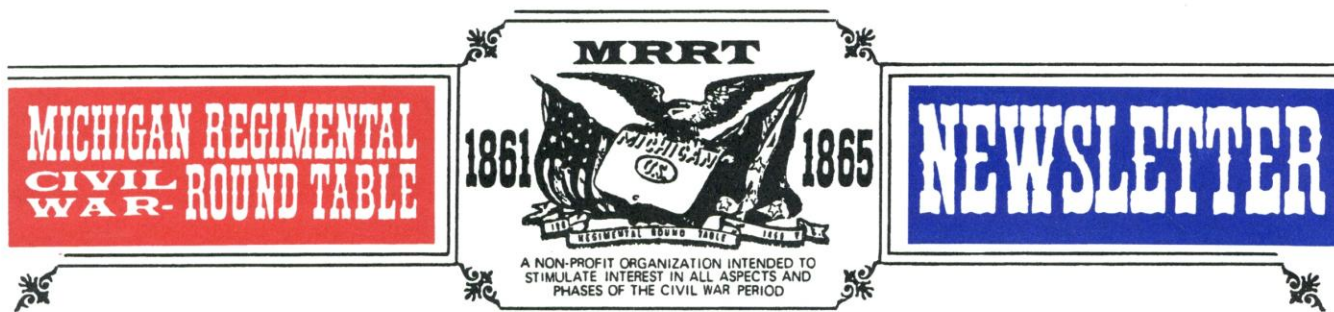
Post-War – Feud with James B Eads

After the war, Humphreys became the Army's Chief Engineer. River control was a key responsibility of the Corps of Engineers. Most biographical summaries of Humphreys portray this period as a triumph for him. **It was, but for several years he was engaged in a feud with James B. Eads, the man who had built the City Class ironclads during the war (September 2016 MRRT Newsletter), over engineering approaches to Mississippi flood control and passageway improvements.** Humphreys considered these tasks his Corps of Engineers' responsibility not that of a civilian, particularly a civilian who had *not even graduated from an engineering college!*

Humphreys ridiculed Eads' proposals and did everything he could to block them. Eads was also stubborn and skilled at self-promotion. Before Humphreys retired in 1879, Eads installed jetties that forced the river to scour away the bar at the mouth of the Delta's South Pass, allowing large ships to enter and leave the river easily. **although neither man lived to see it—both died in the 1880s—the next 60 years showed that Eads' ideas about flood control were also closer to the mark.** A series of increasingly severe floods, culminating in the disastrous Mississippi flood of 1927, proved that Humphreys' reliance on levees alone was a mistake.

Odds & Ends

Before the war began, the state of Maine had approximately 60,000 militiamen, of whom only 1,200 had any degree of "readiness" in both military training and equipment.



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