

80 Years and Still Young

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- | | |
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From the President

A Fond Farewell



As the end of my term of office approaches, I have mixed feelings about our accomplishments during my two years of service. As President, I had the opportunity to present charters to new clubs that now appear to be healthy. A new program of investment, managed by a distinguished committee, is improving our cash flow by putting idle dollars to work. We had two excellent conventions and another one is in the works for June in Bethlehem. I have many people to thank for such a great experience and will do so personally at the convention.

Despite the good things noted

above, we are still unable to stem the loss of members.

Every year seems to bring with it a net loss in membership. I know this is a national trend afflicting many fine organizations. If we are to keep Torch alive, each of us must make the effort to hold our present members and attract new ones by helping to build each local club into a vital, respected part of our communities. It can only be done at the local level. IATC can't do it for you. I hope you'll join me in an effort to build our local clubs.

— Wayne Davis

A Few Words From the Editor's Desk...



By the time you read this, spring will have sprung and this young man's fancy will have turned to thoughts of conventions in the Lehigh Valley. My first Torch convention was in Bethlehem. I can't remember the year, but I do remember the warm hospitality and fun. I was new to Torch and drove up with Bud Stevens, who saw to it that I met a lot of good Torch people. At any rate, it was the experience that convinced me that conventions are worth the effort. I strongly urge any of you new members (or older members who have not yet been to a Torch convention) to see for yourselves how good our conventions are. Of course, to get the most from Torch, you convention veterans also need to

participate.

In addition to the fun, we also take care of the business of Torch at these meetings. Officers are elected, a budget is discussed and adopted, and bylaw changes may be proposed and discussed and passed or rejected. In other words, the business of the International Association is discussed and planned for by those members with enough interest to attend the meeting. Torch, then, is a small democracy with elected leaders who try to interpret and apply the will of the membership as expressed in open discussion at the convention. Your input is needed, so join us in Bethlehem in June.

Region 1 Director, Charles Carlson, is doing some interesting things with our web site. When his

Continued on page 33

The Torch Web Site

Charles E. Carlson, Region 1 Director and Website Manager

When was the last time that you visited the Torch web site www.torch.org? It is a treasure trove of information about Torch. The site was designed to support local Torch Club activities and tell the Torch story. Until recently, it has been under the inspired leadership of Kate Fleisher, a member of the Elmira Torch Club. When Kate stepped down just prior to the Des Moines convention, President Davis asked me to fill in for Kate. I presented a proposal to the IATC Board of Directors for some changes and was subsequently given enthusiastic authorization to proceed. I told the Board of Directors that this was going to be my winter project and my pace would be deliberate and steady. I thought that you may be interested in a progress report. Several new sections are being added and others changed. The first two additions should be completed before the 2006 International Convention.

Starting a New Torch Club. This is a new addition based on suggestions by Director-at-Large for Membership, Allan Powell, and will be called "Starting a New Torch Club," a primer for sponsors of a brand new club. It is now in draft form and will soon be sent out for review. Allan and his wife, Joan, have founded five new Torch Clubs, most recently in Chambersburg, PA. I hope this section will capture Allen's enthusiasm. I want it to be a road map for starting a new club. One of Allan's initiatives is to more aggressively introduce Torch to the

world and encourage a global outreach.

Information for Local Torch Club Leaders. A revision of an old section and designed to offer assistance to the local clubs. The International Association of Torch Clubs is an association of local clubs. Therefore, a primary responsibility of the International is to work with local Torch Clubs on extension services, ongoing membership development efforts, and to provide necessary management services to the officers of the local clubs. The purpose of this new section is to make the availability of existing services to local clubs more visible and to provide additional help. There are three main sections that can be scrolled or addressed individually:

- **Recruiting and Maintaining Membership.** Dr. Abel Fink, Past President of the Buffalo Torch Club, hit the nail on the head when he said, "The old adage that membership grows when every member invites a new member seems difficult for some of us to achieve. Some feel they lack the personal contacts with potential members. Others seem to lack the motivation required. Such difficulties seem hard to believe, for if we enjoy the good fellowship and intellectual stimulation of our meetings, we will naturally want to share these benefits with others." Abel called this *The Membership Dilemma*. This addition has a number of ways that the International can be of assistance to

the local clubs to solve *The Membership Dilemma*.

- **Day to Day Club Administration.** When I was a new local Torch Club President, I wished that I had a guide book on how to do the job. I had only been a Torch Club member for a short time and really did not know the ropes. Little did I know that an administrative guide for Torch leaders had been written. I tried to include in this section what I was looking for when I assumed local office. This section sums up organizational material available to local Torch Club officers as well as some useful information. For example, a Torch year time line has been included and awards and convention protocol are discussed from a local club point of view.

- **Local Torch Club Publications and Communications.** Allan Powell recently sent me a brochure from a local club and said that he wished all the clubs had something similar. Allan's success as a local club organizer and administrator illustrates the benefit of good local communications. I recently completed a partial survey of Torch Club members and was pleased to note that over 80% of members have active email accounts and addresses. Most of the clubs in my region use email as the main communications tool. I thought it would be useful to include in this section some sample local club publications that I think are pretty good. During the summer of 2006, I hope to complete a free "Web Site," see page 33

Water, Sine Qua None

Taking our water supply for granted is a serious mistake.

By J. Allen Clopper



About the Author

Allen Clopper is an aeronautical engineer who served thirty years with Fairchild Aircraft, retiring as Director of the Engineering Test

Division. During that time, he was appointed a Designated Engineering Representative by the Federal Aviation Administration (FAA) to certify compliance and airworthiness requirements for new models of aircraft.

He graduated Summa Cum Laude from the University of Findlay, Ohio, and studied for two terms at the University of Chicago. After graduation, he had six years experience as a high school teacher, until WW II drew him into the defense industry.

He has been active in the Hagerstown, Maryland Torch Club for forty-nine years, served in all of its offices except Treasurer, some of them for successive terms. He has written fourteen papers, seven of which have been published in *Torch*, and one nominated for the Paxton Award.

He has attended eight Torch International conventions, served on the IATC membership committee, was one of the founders of the Frederick Torch Club and, in 1983, was awarded the Silver Torch Award at the Portland, Maine convention.

Presented to the Hagerstown Torch Club on November 19, 2002.

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Where there is no water, the people perish, if we may co-opt a familiar phrase of Scripture. It goes without saying that water to drink is a vital necessity. It makes up about two-thirds of our body weight. Lack of it for even a few hours can be damaging. Stories of shipwreck survival usually tell of thirst

Potable water might aptly be called an endangered commodity in many areas of this country. ...In other parts of the world, an estimated 1.2 billion people drink unclean water, ...

more than hunger. When another planet is examined, the very first question is likely to be: Is there any water?

Water is a compound with unique characteristics. It is the most common substance on earth. It is the only one which can exist in solid, liquid, or gas form in the normal climatic temperature range. It is equaled only by ammonia in latent heat, which makes possible the energy of steam. (Latent heat, for those of you who may have slept through the general science classes, is the extra heat required to turn 201-degree water into 202-degree steam.) If freezing water is heated to the boiling point, it takes five times as much additional heat to push it that last degree. And that stored heat is the secret of the power released by steam.

These days, water is on everyone's tongue in conversation, because it is becoming scarce. You may not find it on your table at the restaurant unless you request it. It is very unlikely that it is sprayed on your lawn. It weighs heavily on your mind, when you read that nearby drought-stricken Frederick City is hauling a mind-boggling four million gallons a day from treatment plants close to the Chesapeake Bay in this parched summer of 2002.

An old cowboy ballad captures the desperation of thirst in the desert, and the illusion of a lake of water ahead.

Speaking to his horse and lamenting his predicament, he says, "Don't you listen to him, Dan, he's a devil not a man, or he'd quench the burning sands with water; cool, clear water."

How dangerous dehydration can be under normal living conditions was made startlingly clear in our hometown earlier this year.¹ A 57-year-old woman, ironically one who had been a home economics teacher, nearly died in her own home due to simple dehydration. It is not clear why she had not been drinking enough, but at some point she felt dizzy and went to bed. When she answered her telephone in an incoherent way, her caller became alarmed. She and others broke in and found the lady on her back on the floor with a fever of 105 degrees. Intravenous fluids restored her, but the doctors said she could otherwise have died in a few hours. An unusual case, but a warning to others to beware, especially if they live alone. It should be noted that televised athletic events have made the general public conscious of the need to replace body fluids promptly.

Potable water might aptly be called an endangered commodity in many areas of this country. In California, for example, Orange County by reverse-osmosis filtering has been purifying sewage water for drinking and household use of two million of its residents. Atlanta, which has tap water described as sometimes the color of iced tea, has issued four "boil water" alerts in the last three months. And similar cases can be found all over the country. U.S. bottled water sales have soared to \$6.5 billion, twice the level of five years ago. (Pepsi's Aquafina and Coke's Dasani dominate the market.)

In other parts of the world, an estimated 1.2 billion people drink unclean water, about 2.5 billion lack proper toilets or sewage systems, and

more than five million die each year from water-related diseases such as cholera and dysentery.⁴

As critical as the drinking water supply may be, water for food supplies is also of great concern in the longer term. Agriculture accounts for 70% of all water consumption worldwide. Great rivers like China's Yellow, our own Colorado and even the Rio Grande, have been siphoned off by irrigation so that they sometimes do not reach the sea. And the trend is not improving. World population is expected to grow from about six billion to nine billion in the next 50 years, and there is no reason to expect that water supplies will grow at a similar rate. (And even if they did, we remember the grim mathematics of Sir Robert Malthus, whose prediction still stands that food production cannot grow as fast as population.)

Drought conditions in 2002 plagued 40% of the nation, twice the average rate.² A National Weather Service spokesperson announced in August 2002 that the United States was experiencing the worst drought since records began in 1871, and a U.S. Geological Survey source stated that "this is a drought like we've never seen."³ Nebraska has received less rain in the current drought than it did in the worst of the Dust Bowl years. Cattle herds in some cases have been sold for pennies on the dollar.⁶ Scientists studying the effects of el Nino have predicted that the last five months of this year will be warmer and drier than normal. In the grain belt states, crop failures and yield reductions have already triggered huge Federal relief payments for farmers.

What can we do about the total problem? There are some viable and valuable steps immediately at hand. Conservation practices obviously can help, such as the much-touted faucet closing while brushing teeth, other water-saving awareness all through the house, drip delivery of water to irrigated crops, to mention a few. Longer term deforestation and restoration of wetlands may provide more stable rain cycles, and

desalinization of sea water may become more common and affordable.

Some observers predict that massive migrations will occur as burgeoning population growth overwhelms water resources in areas such as east Africa south of the equator. It would not be the first time. The great pueblos of the Anasazi were abandoned more than a thousand years ago and, among the probable causes, drought heads the list. The Saharan desert in Africa is an area the size of the United States, but only an estimated two million people remain there, in oases scattered across that vast sea of sand. And severe droughts since 1968 have pushed the uninhabitable borders of the desert southward.

Ground water might properly be called man's blessing right beneath his feet. Drawn from countless wells, springs, and aquifers, it is the most common supply for personal use. Some of it has been accumulated over a geological span of time as, for example, the giant Ogallala aquifer which underlies land stretching from the Dakotas to Oklahoma. It is fed by a gravity flow from the Rocky Mountains across a continental shelf beneath the high plains for hundreds of miles, and is a huge reservoir. But studies have shown that it is being depleted by outflows that far exceed its replenishment, with dire implications for the long term. Wells are the obvious solution to the need for water at a specific site. How deep they must go for an adequate supply is always a concern. In this writer's experience, the depth has varied from less than twenty feet to almost nine hundred. But almost anywhere, there is water to be found underground.

Historically, people have fought over water and water rights. Upstream users have often been angrily confronted by others demanding their share. And violent disputes have arisen where a stream is a political boundary. For example, the Jordan River, which is the only important river flowing to Israel, forms a boundary between Israel and its

arid neighbors, Jordan and Syria. Its meager flow is used for irrigation, and Israel struggles to control its distribution. The Potomac River is claimed in its entirety within Maryland, the southern boundary being defined as mean low water level on the Virginia shore. This definition becomes more complex when the Potomac flows beyond Great Falls into tidewater, broadens to several miles in width, and supports some commercial fishing. Virginia watermen find it hard to accept the rule that they cannot operate in the water off their shoreline, but Maryland polices the waters and tense encounters occur.

Water has become almost as valuable for life support by electric power generation as by direct human sustenance. Lake Mead's output lights cities far across the western states, and megawatts of power flow from the mountain streams of northern California to the crowded megalopolis in the south. Even so, southern California must buy additional power from its neighboring states. At Bath, Virginia, a huge quarry is filled with water using off-peak power which is recovered the next day in a 1200-foot vertical drop to generators at lake level. The Potomac River harnesses the flow of several dams along its length which were part of the Chesapeake and Ohio canal system. Niagara Falls, Oregon's Grand Coulee, and Arizona's Glen Canyon hydroelectric plants are a few examples of massive projects which are suppliers of electricity to large territories.

Much of our fun and adventure depends on water. Small children wade in pools, scoot down water slides, or have backyard water fights; families flock to beaches or go tubing down streams; athletic types ride surfboards or water skis; others risk whitewater rafting, kayaking down the canyons or roaring along on jet ski craft; romantic paddle canoes on quiet lakes, and anglers line the shores of trout streams.

"Water," see page 30

What Are The French Thinking and What Should Americans Think About It?

We need to get along in some fashion with the French and understanding our differences may help.

By N. Hartley Schearer, Jr.



About the Author

N. Hartley Schearer, Jr., a Pennsylvania native, received his B.A. from Virginia's Hampden-Sydney College and his Masters from James Madison University. He taught Latin in the Winchester (Virginia) Public Schools for 27 years, retiring in 2000. He and his Latin-teacher wife, Susan, have traveled extensively and have ten times led their students to Rome and Pompeii.

Mr. Shearer is active in his community, leading the Friends of the Handley Library, the library board, and a local fine arts league. He was named the local Jaycees' Educator of the Year in 1981. In 1995, he participated in an N.E.H. seminar in Avignon, France, but he credits a month-long 1997 stay in Rotary homes in the Loire Valley of France as the basis for his paper.

Presented to the Winchester, Virginia Torch Club on February 7, 2001.

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Some of you know the old joke about the nations of Europe complaining to the Creator that France had been made too lovely, too scenic, too richly endowed y fertile fields, rich rivers, and beautiful coasts and mountains. The Creator agreed and balanced the largess by creating — the French people.

Why is it that French people have been the butt of jokes for centuries — both by foreigners and by the French themselves? What is different about them? What are the French thinking? What are typical reactions of Americans and are those reactions justified? How

*Since French thinking
proceeds from the abstract,
the real world for them
is abstract.*

can relations between the French people and American people be improved?

In our media-rich, Internet-connected world, cultural differences between peoples and between countries are evident. The danger of talking about these differences lies in assigning reasons why such-and-such is so. Here, we are looking at differences between the French people and the American people; and how the long historic connection of these two peoples can be made better by increasing mutual understanding.

I hope to show that the French think differently from Americans. My first realization of this occurred during a month-long Rotary Professional Exchange in the Loire Valley in 1997. In the nine cities we visited, as I was introduced as a Latin teacher from the U.S., French people hundreds of kilometers apart shocked me with essentially similar responses: "How can that be? America is an Anglo-Saxon country?"

At first, I was side-tracked by our melting pot being described as "Anglo-Saxon." (More on this later.) Eventually, I paid attention to the more significant implication: here I was an example that did not fit into the French preconceived pattern or schema. Worse, for my way of thinking, since most of these people had studied English, they should have known how rich the English language is with Latin derivatives. Nevertheless, they could not believe Latin was taught

in America.

The French are proud of their analytical thinking, which they describe as Cartesian, meaning coming from the great thinker, Descartes, who is remembered for his "I think, therefore I am." French thinking is deductive. The French proceed from principles or theory to illustrations in the real world — from abstract to concrete. To the contrary, Americans are inductive. They start with facts and use those facts to formulate the theory — from concrete to abstract. Facts are the real world for Americans.

Since French thinking proceeds from the abstract, the real world for them is abstract. They love ideas. American business managers working in France often claim that the French are great at coming up with ideas, but then nothing happens — there is no carry through. The fun for the French is playing with the ideas; when they have developed a plan, they are through; they want to start a new project. The French are not thought to be good marketers or sellers of their products, I think, because they believe they have thought up the best possible product and the world will beat a path to their door.

One reason France often causes an uproar at international meetings is that once they have their theories in place it is not easy to throw them over. Whereas, American expediency will often settle for any solution in order to move on. The view of France as intractable at times may come from their thinking process. Likewise, the French hotel clerk or salesperson who says, "It's not possible, Monsieur," may be working from an abstract premise where it is not possible.

Researchers claim that France is a

high-context country, which means the French think about and around the question in an almost circular fashion — they want the most brilliant and elegant solution. On the other hand, American thinking is called low-context: Americans think in a linear manner; they head directly to the solution, they want the most pragmatic and efficient answer. This difference causes the French, who have spent much time thinking out all the details, to view American thought as sloppy and superficial.

The French educational system does not aim at opening up the mind. The French word for education is our word *formation*: the implication is that the French student's mind is shaped from the beginning with abstract principles — and lots of facts that flow from those principles.

In addition, France is described as an affiliative culture, where belonging and personal relationships are most important. In other words, “us” versus “them.” An American anthropologist returned from France and told Raymond Carroll, author of *Cultural Misunderstandings: The French-American Experience* (1987), that the French were distrustful, basing her theory on cutting off their gardens and houses behind walls and keeping their shutters closed. Carroll feels this enclosing is a manifestation of the “us” keeping the “them” out. Furthermore, this concept of the protected home is why so few Americans are invited into French homes. During my Rotary stay in eight French homes, I usually asked near the end of the stay why Americans often felt unwelcome in France but I was so warmly received. The answer was always, “But **you** are our invited guest” — in other words, a part of the “us.”

In an affiliative society, accepting blame is a loss of face and reflects poorly on the group. Some Americans' unhappy interactions with French people may arise from this difference. The French having devoted much thought to what they do and not wanting to bring shame

on their family, friends, or associates, are unwilling to admit they are wrong. American society is quick to cast blame and equates admitting mistakes with honesty. Americans view mistakes positively, as a basis for learning. But Americans do want an apology. The French, at best, can offer only “Ce n'est pas grave” — “It's not serious.” For an American to hold out for more is only going to lead to unpleasantness. In France, the best way to deal with a problem is not to cast blame, but to say, “I think there may be a problem.”

What French people think about something as simple as a smile lies at the heart of many Americans' assumption that the French are unfriendly or haughty. How can there be a problem with a smile?

Polly Platt, in *French or Foe?* (1996), shares this tale of French journalist, Philippe Labro, who, in his book *L'Étudiant Étranger*, tells the following story about a summer workshop at Washington and Lee University in Virginia: He was summoned before the Student Council and chided for not saying “Hi!” as he passed other students on campus. Summoned a second time, he complained, “I've been saying ‘Hi!’ — even to strangers.”

“Yes, but you haven't been smiling.”

Monsieur Labro was encountering two problems: First, in his affiliative country, one does not greet or even acknowledge people on the street who are not part of one's group. Second, the smile. To a French person, according to Platt, a smile can mean any of the following: you are making fun of me; you are hypocritical (that is, you don't even know me); you are stupid, an idiot; or you are flirting. The French do not expect smiles. As an example from Platt, when a survey showed French people then-President Mitterrand smiling, they did not recognize him!

In contrast, Americans see a smile as a friendly way of dealing with all others. For success dealing with the French, one needs to get the smile off

his face and (even harder for Americans) must stop expecting to see a smile on the French face he is encountering! Platt says there may be a twinkle in the French eye, but certainly not a smile on his face. Platt goes on to quote a French mother-in-law who told her new American daughter-in-law, “If you want to be accepted in France, don't drive a flashy car and don't smile for the first ten years.”

Platt reports that time is variable in different cultures. Societies like the American, British, and northern European ones are called monochronic, where people are bullied by their time schedule, where “the religion of punctuality equates lateness with sin.” Most of the rest of the world is called polychronic, where being alive does not necessarily equate with being on time. People come first. As an example, Platt mentions African Americans, American Indians, and Hispanic Americans as polychronics engulfed in a monochronic society. Platt sees the French as partially monochronic when it matters and polychronic when they think it doesn't matter. Context is also important: If they are asking for something, they will be on time.

Louis-Bernard Robitaille in *And God Created the French* (1997) points out “France loves a good dose of philosophing.” The study of philosophy is important in France, and it is on all the crucial school exams. During my Rotary stay, I visited a high school English class. The students asked me what students of the same age studied in America. I drew a daily schedule on the blackboard. Their first question was “Where are the philosophy classes?” The popularity of philosophy does not end with school because Richard Bernstein in *Fragile Glory, a Portrait of France and the French* (1990) notes that philosophy books make the best seller lists.

Carroll feels that money is viewed differently by both cultures. French people often accuse Americans of being interested only in the Almighty Dollar,

of a lack of taste typical of *nouveau riches*, of showing-off. Americans often speak of the French as being cheap and as claiming a disinterest in money — a disinterest the French repeatedly mention. Carroll feels that in America money is the great equalizer that allows Americans of humble means to strike it rich and move up in American society. She goes on to suggest that seduction is the great equalizer in French society. I disagree. I feel that intellectualism is the great French equalizer. The French educational system rewards intellect and hard work regardless of one's background. When French people get together, there seems to be a game of showing what one knows, testing what the other person knows, intellectual one-ups-manship. As Sally Adamson Taylor writes in *Culture Shock!: A Guide to Customs and Etiquette [in] France* (1996), "A person who cares nothing for art is considered uncivilized in France, no matter how rich or successful he may otherwise be."

No discussion of the French can be complete without a mention of their language. For a couple of hundred years, it was **THE** international language. They love their language and strive to protect it from *Franglais*, the addition of English words. The French Academy produces annual lists of imported words to avoid and suggests French circumlocutions to be used instead. There are national discussions and television programs about the language, and the educated strive to use it correctly.

The French try to promote the usage of French in all the countries which were formerly controlled by France, but as Platt shares from an unnamed French magazine, "The battle against the empire of English was lost long ago." The promotion of French is not based solely on nationalistic reasons, as this quote from Theodore Zeldin in *The French* (1983) shows [a prominent French scientist is speaking]: "I need to speak French, because when I speak English, I feel stupid, or like a child, unable to express myself with nuance."

Most sources I consulted recommend that tourists use at least a little French before asking for an English response from the French people, many of whom never studied English or studied it long ago. Platt claims good results have been achieved by the formula "Excusez-moi de vous deranger, Monsieur/Madame..." ("Forgive me for disturbing you, Sir/Madam ..."). Such an introductory use of French assures the French hearer that the speaker is well mannered. French people are also hesitant to use English because they assume English speakers love the correctness of their language as much as French people do.

One reason that Americans often have an unpleasant encounter in France is that they assume, just because France is also a modern country, things will be the same as at home. French banks are not the same, and experiences using them will not be the same. As hard as this is for Americans to believe, in affiliative France the bank clerk's main concern is his group: the other employees, his family and friends. With clerks, with shopkeepers, with ticket agents, all one can do is try to build a relationship over time. Needless to say, tourists on an itinerary have little chance of building a relationship.

France's governmental offices are full of pettifogging *fonctionnaires* who are employed for life. Even the French dread dealing with them. In *Paris to the Moon* (2000), Adam Gopnik's about-to-deliver wife would not be admitted to the hospital until he took a taxi to their apartment and got a missing document. Platt recommends that in dealing with French *fonctionnaires*, all one can do is show respect. If one can seek their advice and turn them from "them" to "us," the ordeal may be lessened.

Americans' assumption that things will be the same in another culture shows a great deal about the lack of American cultural education.

Platt shares some other cultural differences:

American personal space, the empty

bubble we need around us, is much larger than the French need. In lines, Americans often feel assaulted by the closeness of the French. There is no such intended offense.

The French turn on lights to only the minimum extent necessary and set their hall lights on timers to avoid wasting electricity, which is expensive in France. One French *au pair* is quoted as asking her American employer whether she had to leave lights on when she left a room.

In France, a knock is not permission to enter a room or an office, but an announcement that one is entering. As a consequence, many American exchange students have felt their privacy was violated by their French hosts. Also, in French homes, doors are kept closed, especially *les toilettes*.

In the two cultures, conversation is viewed differently. Americans complain about rude French people interrupting the conversation. French people complain about Americans hogging the conversation. What the French want is a lively repartee. Just a few words injected can be a French person's contribution as the discussion keeps rolling. Although none of my sources directly addressed the subject, I feel the French abhor boredom. And so, they want a discussion that is dynamic. Therefore, any monologue is a mistake. What Americans would call interruptions could be funny asides that add to the liveliness of the conversation.

French and Americans view friendship differently. Friends help each other in both cultures. According to Carroll, in France a friend is expected to **offer** to help, but in America a friend is expected to **ask for** help if he needs it.

Gathering information or getting directions is different. A French person prefers to ask another person (affiliative). An American prefers to consult a map (self-sufficient).

Liberté, fraternité, égalité, the French motto, offers an explanation for some unique French characteristics.

Liberté may reflect the well-known French individualism and explain some of the following freedoms: to allow dogs to mess up the sidewalk; to take dogs into restaurants; to pee anywhere; to smoke anywhere; to drive suicidally without seat belts; to love romantically — like Eloise and Abelard; to break the rules.

Fraternité may be reflected in their affiliative nature — their use of “Monsieur” or “Madame” everywhere. *Egalité* may cause the lack of service in stores, etc., yet is ironic in light of rampant prejudice.

There is a moral chasm separating France and America. The French see America as puritanical (and hypocritical). In France, sexual indiscretion between or among consenting adults is an oxymoron. France is the land in which Oscar Wilde ended his days. (Ah, there’s another Torch Club paper).

“Seduction” does not have its sexual connotation in France. Politicians seduce their opposition. The word “Non” may really mean “Persuade me.”

France has a love-hate relationship with the United States. According to the *International Herald Tribune*, the retiring American ambassador in Paris, when charged with the accusation that the French don’t like the Americans, replied, “That’s not completely true.” As Joseph Fenby in *France on the Brink: A Great Civilization Faces the New Century* (1999) writes: “More than most nations, France lives with its traditions — but they are no longer a suitable guide for the twenty-first century.” And so, the French see America in the internationally dominant position France used to hold. They call the worldwide homogenation process “Americanization.”

In France, there are a number of codes and rituals to follow. The French are the people who gave English the words etiquette, protocol, style, and faux pas. The goal of child rearing is to produce a well-bred person who reflects well on his family. Consider the

following from Carroll and also Platt:

“*Bonjour*” must have “*Monsieur*” or “*Madame*” added. This greeting must be given on entering a shop. “*Au revoir*” must have the same titles of respect added on leaving the shop.

Robitaille warns, “The handshake is another nightmare.” Hands must be shaken (in the one-shake French manner — no hearty American pumping) in greeting and in departure with **all** in the group you meet.

Passing through a doorway is a serious matter. Age and position need to be allowed to proceed first. Women and children pass before those without.

At a business luncheon, business must not be discussed until dessert arrives.

A second helping of the cheese course will not be offered and should not be requested. The cheese should be cut to maintain its shape: the tip of the brie does not get cut off.

Being loud in public or in a restaurant is unacceptable.

Standing in line is a moral principal with the British and Americans. In France, it is not a matter of morality.

Unlike in America where waiters are often between other jobs, they are professionals in France. Treat them professionally, ask their advice, and you will receive consummate service. Waiters often feel frustrated that because of a language problem they are unable to offer the professional service they would like.

The French are passionate animal lovers. Walking a dog is often an ice-breaker.

But knowing the codes is not enough. To be respected in France, one must also know the culture and history, art, food, and cuisine. Acceptable dinner table conversation can be based on any of these topics.

We will always remember one particular incident when Americans were treated coldly and almost ignored: In a great Parisian three-star restaurant, the Americans at the next table asked the maitre d’ whether the soup was fresh

or canned!

When the French generalize about “the Anglo-Saxon” world, according to Robitaille, they are including England and its cultural satellite, the United States! That’s right! An American could be offended at not being treated as a separate entity, but worse is the relative low regard the French have for the British people. (Surely a possible future Torch Club paper.)

At least for me, and I hope for you, studying another culture has taught me much about my own culture and made me alert to the way I am a part of the problem of intercultural misunderstandings. Writing this paper has better prepared me for meeting French people here and abroad and for traveling not just in France, but as I think of our differences, everywhere. Apologies to the wonderful French people for any generalizations which may not suit a country with 55 million political parties!

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Railroads In the U.S.: An Historical Perspective

Much of our history is tied to the railroads. How are they faring now?

By Milton C. Hallberg, Ph.D.



About the Author

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Railroads played a key role in pushing the American frontier west, and in the development and maturation of the American economy. Railroads unlocked vast stores of natural resources and allowed population centers to develop in areas previously considered inaccessible. Most of the nation's major cities and industrial centers can attribute their development in considerable measure to economic activity enabled by the railroad. A notable example is the

city of Chicago.¹ Moody argues that "The United States as we know it today is largely the result of mechanical inventions, and in particular of agricultural machinery and the railroad. One transformed millions of acres of uncultivated land into fertile farms, while the other furnished the transportation which carried the crops to distant markets."²

In the 1820s and 1830s, railroads captured the imagination of Americans much as did the space race in the 1960s. There were those, however, who did not see a bright future for railroads. In about 1830, the Lancaster, Ohio Board of Education was asked to permit the use of its schoolhouse for a debate on the practicability of railroads. The following statement was entered into the minutes of the Board's meeting on this issue:

You are welcome to use the school room to debate all proper questions in, but such things as railroads and telegraphs are impossibilities and rank infidelity. There is nothing in the word of God about them. If God had designated that His intelligent creatures should travel at the frightful speed of 15 miles an hour, He would have foretold it through his holy prophets. It is a device of Satan to lead immortal souls down to Hell.³

In 1829, two years after the first common carrier railroad was chartered and eight years before he became President, Martin Van Buren wrote to then President Andrew Jackson:

The canal system of this country is being threatened by the spread of a new form of transportation known as "railroads." The federal government must preserve the canals for the following reasons: 1) If canal boats are supplanted by "railroads," serious unemployment will

result. Captains, cooks, drivers, repairmen, and lock tenders will be left without means of livelihood, not to mention the numerous farmers now employed in growing hay for horses; 2) Boat builders would suffer; and towline, whip, and harness makers would be left destitute; 3) Canal boats are absolutely essential to the defense of the United States. In the event of expected trouble in England, the Erie Canal would be the only means by which we could ever move the supplies so vital to waging modern war.

For the above mentioned reasons, the Government should act to protect people from the evils of "railroads" and to preserve the canals for posterity. As you may well know, Mr. President, "railroad" carriages are pulled at the enormous speed of 15 miles per hour by things called "engines," which in addition to endangering life and limb of passengers, roar and snort their way through the countryside, setting fire to the crops, scaring the livestock, and frightening women and children. The Almighty certainly never intended that people should travel at such breakneck speed.⁴

In this paper, I outline some of the key developments and events in U.S. railroad history, review the number of railroads that have been chartered in the United States, and discuss the relative importance of railroads today. While this discussion constitutes a very abbreviated account of railroad developments in this country, it should help us to understand some of the industry's past history and contributions, and it should offer some insight into the future of this industry in the United States.

Number of Railroads Chartered

To develop a complete and accurate listing of all railroads ever chartered in the United States together with charter dates, charter states, and other characteristics is a difficult undertaking. Some railroads were developed by publicly owned enterprises. Others were developed by private companies. Some roads were chartered but almost immediately acquired by an already existing road. In some cases, charters were granted but the railroads were never constructed or operated.

Over the course of the last few years, I have been developing a database⁵ of all the major, for-hire railroads ever chartered in the United States. This database includes for each railroad: (1) the name of the railroad; (2) the date the road was chartered or began operations; (3) the date the road was consolidated into, leased by, or acquired by another railroad; (4) the name of the successor road, if any; (5) the date the road was abandoned; (6) the state in which the road was chartered; (7) the type of road (switching road, electric narrow gauge, broad gauge, etc.); (8) nickname(s) commonly used for the road; and (9) other relevant historical information about the road.

The roads included in this database consist of all those of the Association of American Railroads identified as Class I roads (those with operating revenue of at least \$261.9 million per year); regional roads (those transporting passengers and/or cargo long distances over a rail network), local roads (those transporting cargo over short distances on local rail lines not part of a rail network), and switching or terminal roads offering services for other railroads. Also included are passenger, commuter, excursion, and mass-transit roads not included in the above categories.

There are 6,588 roads in this database that were chartered in the United States between 1826 and the present, including 546 switching or terminal roads. I do not assert that these

numbers are absolutely correct — in part for the reasons cited above and in part because some of my information is not yet complete. In any event, the numbers generated from this database are, I believe, useful in helping us understand the extent of railroad activity in the United States over the years — even if they fail to tell the whole story. Edson⁶ (a primary source for much of the data in this database), for example, suggests that some 6,000 additional railroad companies were chartered but never became operating railroads. There were many electric roads in service at one time or another (probably in excess of 400). I have included 157 electric roads that subsequently became part of one of the for-hire railroads of primary interest here, or that were originally steam (electric) railroads and subsequently electrified (reclassified as steam railroads). Finally, there were many proprietary railroads not reporting to the Interstate Commerce Commission (ICC) and are thus generally absent from my compilation. Edson lists about 1,000 proprietary roads not included in my database. I have included only those proprietary roads that subsequently became part of one of the for-hire railroads of primary interest here.

The vast majority of the roads included in the database were constructed with standard gauge (4 feet, 8½ inches) rails. While there are very few non-standard gauge railroads remaining, 610 were originally built as narrow gauge roads (ranging from 2 feet to 4 feet, 7 inches) and 269 were originally built as broad gauge (ranging from 5 feet to 7 feet).

Various sources were used to determine the state in which each of the 6,588 railroads were chartered. In a few cases, charter information was unavailable or a railroad was chartered in more than one state. In such cases, a state association was made based on the major area of operation of the railroad. Based on this classification scheme, Pennsylvania had the most railroads ever chartered (618), followed by New York

(488), Illinois (445), Ohio (388), and Texas (330).

The Dominance of Local Interests to 1860 and Railroad Gauges⁷

The first railroads in the United States were built to serve nearby and local needs. Although the first commercial (common carrier) road built in the United States was the Baltimore and Ohio Railroad chartered in 1827, the very first railroad charter was granted to the Granite Railroad of Massachusetts in 1826. This road was used to move granite from the quarry at Quincy, Massachusetts by gravity and horsepower about two miles to the Bunker Hill Monument in Boston. The Boston and Worcester, chartered in 1831, was designed to secure for Boston the trade of the Worcester area and divert it from the Blackstone Canal that operated between Worcester and Providence. The little railroads along the Mohawk Valley in New York were constructed to provide local transportation for nearby merchants and farmers. The early railroads of eastern Pennsylvania were built largely by owners of coal mines that were engaged in moving anthracite to New York and Pennsylvania markets. The 4½ mile Pontchartrain Railroad, completed in 1931, was designed to facilitate movement of people and goods between New Orleans and Lake Pontchartrain.

Local market protection was often effected by the adoption of unique rail gauges. American railroads had many gauges, ranging from the 2-footers in upper New England to the New York and Erie's 6-foot gauge. Even connecting railroads did not always have a uniform gauge. This seriously hampered travel and freight shipping. During the Civil War, the Confederate States chose the 5-foot gauge which was just wide enough to prevent easy interchange between North and South during the War. The St. Lawrence and Atlantic, the Androscoggin and Kennebec, the Penobscot and Kennebec, the Grand Trunk, and the Great Western of Canada

adopted the 5-foot, 6-inch gauge to prevent through shipments from Canada to Boston. Promoters of the New York and Erie wanted to monopolize trade, so they built a 6-foot gauge road. Similarly, the New Jersey Central adopted the 4-foot, 10-inch gauge so as to monopolize trade in that area.

Various expedients were devised to permit interchange of equipment between lines of different gauges and/or to eliminate transshipment. The first expedient was the “compromise car.” This car had wheels of 5-inch surfaces, which could be run over gauges from 4 feet 8½ inches to 4 feet 10 inches. The second expedient was the “sliding axle car.” This car had wheels that could slide on the axle to accommodate either standard or broad gauge rails. The third expedient was the “elevating machine car.” This was a car that could be lifted while trucks of one gauge were replaced with trucks of another gauge. The final expedient was use of “double gauge tracks.” Here a third rail was added to the roadbed so rail lines of two different gauges could be run over the same roadbed without changing equipment.

U.S. Rail Industry Growth and Expansion Following the Civil War

As long as population and agricultural production remained centered in the seaboard states, pressure for a more integrated railway system and better interstate rail connections was not great. But as the West was rapidly settled and began sending food and animal products eastward and importing manufactured products in exchange, the demand for cheap and fast through shipments by rail over long distances intensified. Shippers of western products sought favorable rates without preference for particular cities or their captive railroads. Producers and distributors of manufactured products outgrew the nearby market and sought a national outlet for their products. Isolated railroads that had seemed earlier to offer the advantage of a protected market, now came to be regarded as

barriers to profitable commercial relations with more distant areas. An integrated railroad net was thus of paramount importance and a standard railroad gauge was, in turn, critical for this integration.

The gauge question was once and for all settled with the passage of the Pacific Railroad Act of 1862 that enabled the development of the Continental Railroad. President Lincoln wanted the standard gauge set at 5 feet — the gauge California roads were using at the time. But the railroad interests in the East and Midwest lobbied Congress to override the President and set the standard gauge at 4 feet 8½ inches.⁸ By 1887, every major railroad in the country, except for a large segment of the Denver and Rio Grande and the Toledo, Cincinnati and St. Louis, was using 4 feet 8½ inches. The latter railroads got caught up in the “narrow-gauge fever” infecting much of the West and other areas and adopted the 3-foot gauge in the hopes of minimizing construction and operating costs.

In 1830, the rail network consisted of just 30 miles, but by 1848, that had grown to nearly 6,000 miles; by 1860, 30,000 miles; by 1880, 90,000 miles; and by 1916 peaked at 260,000 miles (see Figure 1). By 1852, six rail lines had crossed the Appalachian Mountains and the first had reached Chicago. By 1860, Chicago was serviced by a total of 11 railroads. No other mode of transportation could challenge railroads for either passenger or cargo transport superiority.

A number of important changes in railroad transportation were responsible for the post-Civil War expansion in agriculture as well as in the general economy of the United States. Between 1850 and 1871, a total of 18,700 miles of rail line were built with federal land grant aid in 18 different states (over 7 percent of the total railroad mileage as it peaked in 1916). The Mississippi River was bridged at Davenport, Iowa in 1856. The Transcontinental Railroad was completed in 1869 as the Central Pacific

and the Union Pacific were joined at Promontory, Utah.⁹ Smaller railroad companies were consolidated into extensive railroad systems. Cutthroat competition put heavy pressure on railroad rates. Interline agreements on rates broke down so that rates fell dramatically. Increased railroad competition made inland water routes ineffective. In addition, technological improvements in rails, roadbeds, motive power, and rolling stock came in rapid succession. Steel rails, first used during the Civil War, replaced the much less satisfactory iron rails. Stronger rails, roadbeds, and bridges made possible the use of heavier engines and cars. The automatic coupler, the air brake, improved terminal facilities, increased use of telegraph, and adoption of the block system for controlling traffic were all introduced.

In 1860, the value of manufactured goods in the United States was less than in the United Kingdom, France, or Germany. By 1890, the value of manufactured goods in the United States nearly equaled the combined output of these three countries. This growth in manufacturing activity would not have been possible without the stimulus provided by railroads.

Railroad Regulation

Following the Civil War, four railroads were of particular importance to farmers in a 9-state region stretching from Illinois to North Dakota — the Chicago, Burlington and Quincy; the Chicago, Milwaukee, and St. Paul; the Chicago and North Western; and the Chicago, Rock Island, and Pacific. All four were recipients of federal land grants and all four were drawn economically to Chicago.

The National Order of the Patrons of Husbandry, commonly known as The Grange, had long been seeking redress from the monopolistic actions of railroads, particularly the above “land grant” railroads in the Midwest. In 1870, The Grange was successful in getting legislation passed in Illinois that

addressed farmer concerns. This legislation was subsequently made more workable and adopted by most of the remaining states in the region. Its principal features included fixing maximum rates by direct legislation, preventing discrimination between places by means of “long-and-short-haul” clauses, and preserving competition by forbidding consolidation of parallel rail lines. The early Grange-state regulations applied only to intrastate rail operations, but were later extended to cover interstate commerce.

The U.S. Supreme Court at first upheld such regulations but, in 1886, this opinion was reversed. This, in turn, led to passage of the Interstate Commerce Commission Act of 1887, which provided for interstate regulation of railroads and which would last for the next century. Railroads thus became the first major U.S. industry to be subject to economic regulation. Railroads at that time had a near-monopoly on both freight and passenger transportation, but that monopoly was shattered in the first half of the twentieth century when federal subsidies promoted the rise of trucks, barges, automobiles, airplanes, and buses. Although the monopoly had long since ended, railroads remained subject to strict regulation until 1980.

Railroad Use During World Wars I and II¹⁰

Railroads moved practically all of the troops and supplies of the American Expeditionary Forces to seaports during World War I. During the war, the government took control of the railroads to solve problems caused by lack of skilled labor and lack of capital to invest in equipment and personnel.

Again during World War II, railroads were called on to move most personnel and supplies to seaports to support American forces both in Europe and Asia. From December 1, 1941, to the end of August 1945, U.S. railroads carried approximately 43.7 million service men and women in troop trains, hospital trains, and special cars attached

to regular trains. This time, however, the railroads remained in private hands and they operated efficiently and profitably.

Figure 2 shows the importance of railroads in moving freight in the United States since 1890. There was a steady growth in freight haulage until the Great Depression and a great surge following the Depression and during World War II. By the end of World War II, railroads were responsible for almost 70 percent of both intercity freight and for-hire intercity passenger transportation.

Era of Railroad Decline

After World War II, railroads began an extensive period of modernization. The most dramatic was the replacement of steam locomotives with diesel locomotives. Hundreds of millions of dollars were also spent on new passenger trains that brought an increased level of comfort and speed to the rails.

At the same time, however, Government policy favored competing modes of transportation by pouring billions of tax dollars into highways, waterways, and airways. Because of this — and because of unyielding economic regulation — railroads entered a period of long decline after World War II. Freight shipment by rail fell off dramatically (Figure 2), but so too did passenger service. By 1970, railroads provided just 5.7 percent of the intercity passenger transportation. By 1978, the rail share of the freight transportation market as measured in ton-miles had fallen to 35.2 percent, while the truck share had climbed above 24 percent. Through much of the 1970s, more than 20 percent of the rail industry’s route-mileage was operated by railroads that were bankrupt.

In 1971, Congress created AMTRAK to operate all remaining intercity passenger trains throughout the United States. In exchange for one-time payments to AMTRAK, the freight railroads were relieved of annual out-of-pocket losses that were approaching \$200 million, and intercity rail passenger

service was preserved in hundreds of cities that otherwise would have been lost.

In 1973, Congress passed the Regional Rail Reorganization Act, which established the Consolidated Rail Corporation — Conrail — as a publicly owned American railroad company whose aim was to take over six bankrupt northeastern railroads: Central Railroad Company of New Jersey, Erie Lackawanna Railway Company, Lehigh & Hudson River Railway Company, Lehigh Valley Railroad Company, Penn Central Transportation Company, and Reading Company. Conrail commenced operations in 1976 with the aid of federal loans. Although it too lost money in its early years, by 1983 Conrail had become profitable and by 1987 the federal government put Conrail stock up for sale to the public.

Railroad Revitalization

In 1980, Congress passed and President Carter signed the Staggers Rail Act of 1980 that eased economic regulation of railroads. The Staggers Act unleashed an unprecedented wave of investment, innovation, and efficiency gains in the freight rail industry.

Since 1980, average rail rates — as measured in average revenue per ton-mile — have fallen more than 50 percent on an inflation-adjusted basis. Further, railroads have spent more than \$200 billion to maintain and improve track, advanced communications and signaling systems, and freight cars and high-tech locomotives.

The rail share of the freight transportation market as measured in ton-miles began to inch upward, topping 40 percent in both 1995 and 1996 for the first time since 1970.

Railroads Today

There are 726 railroads in the United States today identified in my database including nine Class I railroads, 13 electric roads, and 248 switching or terminal roads. The nine Class I railroads currently operating in the

United States are: Burlington Northern Santa Fe, Canadian National, Canadian Pacific, CSX Transportation, Kansas City Southern, Norfolk Southern, Union Pacific, Conrail, and AMTRAK.

Two 3-foot gauge railroads remain in existence today: the Durango and Silverton in Colorado, and the Hampton and Branchville in South Carolina. Six other railroads chartered as narrow gauge railroads still exist but were all converted to standard gauge by 1906.

Three railroads chartered as broad gauge railroads are still in existence today. The Mississippi and Tennessee was converted to standard gauge in 1881, and the Louisville and Wadley in Georgia was converted to standard gauge in 1886. The Mount Washington Cog Railroad in New Hampshire still exists as a 5-foot 3-inch gauge railroad.

Pennsylvania has the most for-hire railroads (43) of all the states, followed by Texas (31), New York (25), Georgia (21), and North Carolina (19). Texas has the most railroad miles (10,749), followed by Illinois (7,368), California (6,405), Ohio (5,383), and Kansas (5,167).

Freight Hauled. Nearly 70 percent of the freight hauled by railroads today consists of coal, minerals, chemicals, and farm products. Coal alone makes up 43.7% of the freight tonnage. In 1999, the percentage distribution of freight traffic (in ton-miles) was: Railroads 40.2%; Trucks 29.3%; Water 13.3%; Oil Pipelines 16.7%; and Airways 0.4%. Fifty percent of the rail freight tonnage originated in seven states — Wyoming, Illinois, West Virginia, Texas, Kentucky, Minnesota, and Florida — reflecting the dominance of coal.¹¹

Passenger Traffic. In 1999, the percentage distribution of passenger traffic (in passenger-miles) was:¹² Railroads 0.6%; Private cars 78.3%; Airways 19.6%; and Bus 1.5%.

Summary

Railroads have a rich history in the United States. They were instrumental in pushing the frontier west. They

provided the means by which goods and people could travel north and south and east and west. They contributed immeasurably to the economic development of the nation and of its great cities, as well as in the development of U.S. agriculture. They played a key role during the Civil War, World War I, and World War II. They provided job opportunities for many immigrants, and the means by which these immigrants could accumulate the capital needed to pursue their ultimate occupational objective that frequently was farming. They provided the cultural setting for many stories and songs. Finally, to reduce confusion among railroad users, in 1883 an association of railroad officers adopted a plan for Standard Time based on four time zones in the United States and one in the eastern provinces of Canada. This plan was established in U.S. law with the Standard Time Act in 1918.

Since World War II, subsidies for alternative modes of transportation have certainly provided railroads with stiff competition, but have also encouraged the railroad industry to modernize and adopt many new technologies. While future railroad passenger service may be questionable without major changes in structure, technology, and subsidy policy, freight service would appear to be here to stay. Railroads are still probably the most efficient way to move cargo long distances — especially coal. New intermodal services and structures may be required in the future to encourage gains in non-coal freight.

Endnotes

1. See, for example, William Cronon. *Nature's Metropolis*. New York: W.W. Norton & Company, 1991.

2. John Moody. *The Railroad Builders: A Chronicle of the Welding of the States*. New Haven: Yale University Press, 1921.

3. Freeman Hubbard. *Encyclopedia of North American Railroad: 150 Years of Railroads in the United States and Canada*. New York: McGraw-Hill,

1981, p.151.

4. Hubbard, *op. cit.*, p.151.

5. This database as well as software with which to access the database is available on the Internet at www.personal.psu.edu/faculty/m/c/mch/railroad/. The software is constructed in such a way that the user can produce various listings, including a complete family tree of any railroad desired, together with dates of consolidation. This database also includes 110 railroads chartered in Canada since the first Canadian road — The Champlain and St. Lawrence — was chartered in 1832.

6. William D. Edson. *Railroad Names: A Directory of Common Carrier Railroads Operating in the United States, 1826–1997*. Potomac, MD 4th Edition. January 1999.

7. This and the following section draws heavily from George Rogers Taylor and Irene D. Neu. *The American Railroad Network: 1861–1890*. Cambridge, MA: Harvard University Press, 1956.

8. The standard gauge of 4 feet 8½ inches is the same as that of the rutways used for chariots and carts in ancient Rome. During their occupation of Britain that began in the first century A.D., the Romans used this gauge for coal mining. Later, the Britons themselves found it convenient to retain the Roman gauge in their mine railways and then in their passenger and freight lines. George Stephenson adopted it in building the world's first practical railway and the first successful steam locomotive.

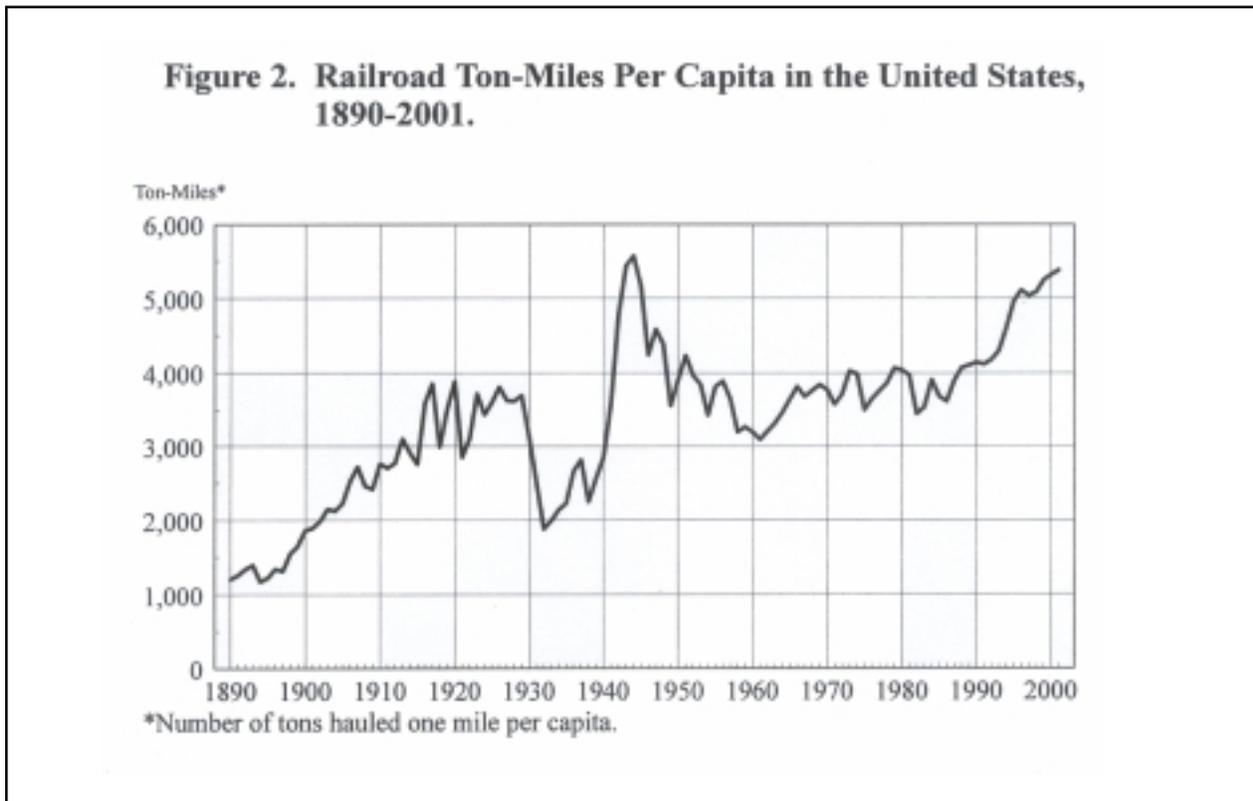
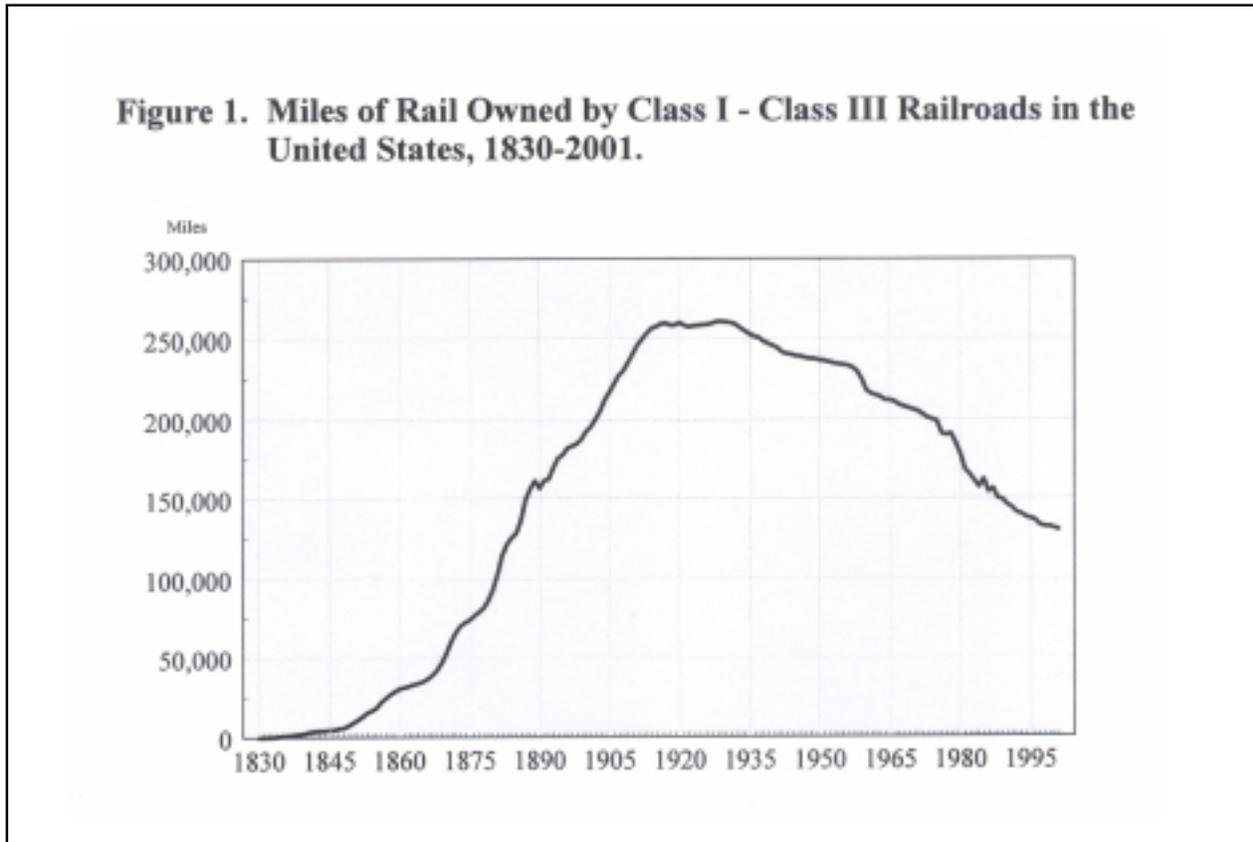
9. As the “Golden Spike” was driven at Promontory Point linking the two roads, the message “It Is Done” was sent across the nation to telegraph and newspaper offices, setting off a nationwide celebration.

10. Bryant, Keith L. (ed.). *Railroads in the Age of Regulation, 1900–1980*. New York: Facts on File. 1988. See also Stover, John F. *A History of American Railroads*. Chicago: Rand McNally & Co., 1967.

11. These percentages are derived from data in U.S. Department of Commerce, Bureau of the Census.

Statistical Abstract of the U.S. 2001. Washington, DC.
12. U.S. Department of Commerce,

Bureau of the Census. *Statistical Abstract of the U.S. 2001.* Washington, DC.



Slavery: America's Unforgiven and Unforgiving Sin

A look at one facet of American History.

By Edward F. Weber



About the Author

Ed Weber is a retired attorney living in Toledo, Ohio, which is his hometown. Educated in the public schools, he went to Denison University for his B.A. and to Harvard Law School for his LL.B. His interest in slavery in America grew out of reading *The Diligent*, by Robert Harms, based on the diary of an officer who served on an eighteenth century French slave ship. For thirteen years, Ed served as the scoutmaster of a center city Boy Scouts troop. At the University of Toledo College of Law, he taught wills and trusts for twelve years in addition to his private practice. He is active in his community and was elected to one term in the United States Congress (1981–1982). His hobbies include hiking, camping, and sailing. He and his wife, Alice, recently celebrated 49 years of marriage. They have three children and six grandchildren.

Presented to the Torch Club of Toledo on May 19, 2003. With acknowledgment to Richard H. Sewell, Professor Emeritus of American History, University of Wisconsin, for his guidance and bibliography.

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Introduction

Between the years 1611 and 1808, six hundred fifty thousand Africans were imported to America and sold into slavery. They came in 6,000 separate voyages, crammed into the cargo holds of slave ships in dreadful, unspeakable conditions, bound by chains and in leg irons, squeezed together below decks.

In his memorable Second Inaugural Address, Lincoln called slavery an offense against the Almighty that was destined to continue “until every drop of blood drawn with the lash shall be paid by another drawn by the sword.”

The shame of slavery remains with us, unforgiven by those who suffered and unforgiving in its effect upon the nation. It lives in racism, discrimination, and prejudice; an American underclass; a festering sore that cries out to be healed.

Historians have a saying: “If we are to know ourselves, we must know the past. We may forget the past, but the past will not forget us.” To that end, I intend this as a brief overview of American slavery.

The Triangular Trade

The slaves came mostly from the Guinea Coast of Africa. They were the spoils of wars between the African kingdoms; or convicted criminals; or the victims of raiding parties. This part was all an African thing. Africans captured them; Africans brought them in chain gangs out to the coast; Africans sold them to European and Brazilian slave brokers. More than 10 million went to Brazil and to the West Indies. By comparison, six hundred fifty thousand imported to America seems a small number.

The trade channels formed a triangle starting from English, French, and Dutch ports in Europe carrying guns, whiskey, and other merchandise to Africa; then transporting slaves to the New World; then carrying sugar and molasses from the West Indies and tobacco, rice, and indigo from America back to Europe (or as we shall see, to Rhode Island).

There was profit at each point of exchange. Many people got rich. The European slave ports were some of the most prosperous cities in Europe. The African royalty lived in splendor off the slave trade. The planters in the West Indies and in the American South became wealthy.

Rhode Island rum made from Caribbean molasses found an enormous market on the Guinea Coast in exchange for slaves. Rum became the medium of exchange. Seventy percent of the American slave trade in the final 30 years entered America on Rhode Island ships; 47,000 slaves in that period alone. Boston codfish, rich in protein and salt, were sold to the West Indies in huge quantities as an essential food for the millions of slaves working the sugar plantations. Northern banks financed the plantations, their crops, and their purchase of slaves. Later, when cotton became king, Southern cotton was shipped to New York, offloaded, and then shipped on other vessels to England.

The Middle Passage

The triangular round trip took from nine months to more than a year. The “middle passage” bringing the slaves from Africa to the New World lasted about eight weeks.

Depending on its size, a ship might carry 100 to as many as 450 slaves. Just below deck was a five foot high crawl space with horizontal platforms like shelving running the length of it. Each slave was in leg irons. Each one was forced to lie on the platform in a space 18 inches wide with about two feet of head room. The only ventilation was from a few deck hatches and portholes.

Under the equatorial sun, the slave deck turned into a bake oven. Sanitation was horrible; the stench overpowering.

Each afternoon, the slaves would be brought topside for exercise and feeding. Each one would receive a ration of water. They would wash in seawater and relieve themselves into a communal vat. While on deck, they were kept barricaded in the ship's mid-section with guns trained on them. Extra fencing above the rails guarded against suicide leaps into the sea. The Africans supposed the white man to be a cannibal. To them, it made little difference whether you were a meal for a shark or for dinner at the end of the voyage.

The ship captains were ruthless in keeping the slaves under control. They used the whip; they used their guns; in full view of the other slaves, they hanged prisoners from the yardarms and then mutilated their bodies.

The profits of the voyage depended on how many slaves could be delivered to their destination. Despite a captain's best efforts to keep them alive, the death rate was 10% to 20% and sometimes higher. If the death rate was kept below 20%, the captain earned a bonus for his good work.

Surviving the middle passage depended on many variables as well as avoiding the usual perils of the sea and having enough food and water to make it across the ocean. Scurvy took a heavy toll (the cause was not discovered until 1750). Both blacks and whites died of the "bloody flux" (amoebic dysentery). For the white man, the most dangerous part of the voyage was the time spent on the African coast where diseases such as dysentery were rampant. But in the final analysis, the most important factor in delivering a healthy slave cargo was simply to get through the voyage in the shortest possible time.

The Economic Basis of Slavery

Colonial America needed cheap labor for the tobacco fields of the Upper South (Maryland, Virginia, and North Carolina), the rice fields in the coastal

marshes of the Lower South (Georgia and South Carolina), and the sugar cane fields of Louisiana.

Then in 1793 came a monumental change in the Southern economy. The cotton gin, invented by Eli Whitney, mechanized the separation of the cotton seed from the cotton fiber in place of slowly doing this by hand. Overnight, "cotton became king" and the English mills provided a tremendous market.

Cotton requires a long growing season and so the agricultural economy shifted to the warm climate of the deep South. There were too few slaves in that region; the slave population was concentrated in the tobacco states. The tobacco fields were worn out and the overseas market for tobacco had diminished. It was well known at that time that the importation of slaves would be cut off in 1808 as the Constitution permitted Congress to do. After that, the slaves already in America would be all that there would be.

This confluence of factors made the slaves of the Upper South much more valuable as a commodity to be sold to the cotton planter than as a worker in the old tobacco fields. This is the time when the expression "sold down the river" came to be. It is the time that brought the worst for the slave family, often torn apart on the auction block. A million slaves were forcibly moved to the Deep South. One of history's greatest human migrations and also one of its most tragic.

Urban Slaves and Plantation Slaves

By 1860, the slave population was almost 4 million. Ninety-nine percent of these had been born in America, slave imports having ended in 1808. In the South, 75 percent of the white families did not own slaves. Most of those who were slave owners had only five or six. (If you saw the movie, "Cold Mountain," which was set in the Southern back country, you did not see slaves, because few slaves lived in the back country.) Ownership of slaves was concentrated in the planters on the plantations and in

the cities. Three percent of white families owned fifty percent of the slaves.

A half million slaves lived in the cities, sometimes making up half of the city's population. Women worked as housekeepers, maids, kitchen help, laundresses, nannies, and wet nurses. Men might be stewards, butlers, liverymen, carpenters, and craftsmen of different kinds. Some were very skilled; some were inventors. Slaves were put to work building bridges, canals and railroads, and in mines and factories.

Most of the slave population was on the plantations, where some were assigned to the mansion and the others were field slaves. Slaves in the "big house" tended to look down on the field slaves, whom they considered to be dirty, without manners, living in huts that leaked in the rain, were crowded with two or more families, sleeping on straw, with an easy virtue between males and females. The house slaves had the amenities of a civilized life. They kept themselves clean and wore good clothes. There were bonds of friendship and loyalty to the master and mistress. It was illegal, but often the mistress would teach a house slave to read and write. They overheard conversations and picked up scraps and news and information. They felt better informed and a cut above the common field slave.

But the field slave had no envy of the house slave, who was constantly at the beck and call of the master and mistress, and under the humiliation of being body and soul owned by someone who could make you come running at any moment. It was hard work in the hot sun for the field slave, under the heavy hand of the driver, but at the end of the day there was a certain freedom and your time was your own.

The Slave Community

Slave marriages had no legal standing, but were encouraged as a way of bonding the slave to the plantation. Slave families were close-knit; the father was the dominant figure and assumed

his obligations as the head of the family. The father earned his self-esteem by keeping the cabin in repair, making it more livable by putting in partitions, making furniture, getting extra food one way or another, doing extra work to earn money, and standing up to the slave driver and the master when they crossed what was considered the permissible line of conduct toward a slave.

Generally slaves were well-fed, adequately clothed, and got as good medical attention as was available. Slave children were playmates with the master's children until they got old enough at age 7 or 8 to go to work in the fields. Often the white child was raised by a black mammy.

The slave community had its festivities and celebrations. They loved their music, rhythmic and exciting; rooted in the African experience. They sang with fervor; beautiful, soulful Spirituals, that wedded them together and have made a lasting imprint on American music.

They went to church with the white people, sitting up in the balcony or at the back of the church. They were religious. The Sabbath was their day of rest; a day to be together; a day to worship the Lord who would some day lead them to their promised land, as He had the children of Israel.

Defiance and Discipline

There were slaves who were defiant and sometimes physical confrontations between slave and master occurred. Organized rebellion didn't happen very often and never succeeded. But there were other ways to enforce what were considered as slave rights. "Silent sabotage" in the form of petty theft, foot-dragging, malingering, causing accidents to property, setting fires, and even poisoning. All of these were weapons that the slave could employ.

The ultimate defense was to run away, but the number of runaways shuttled along the underground railroad has perhaps been exaggerated. No one knows for sure how many slaves escaped

each year and made it to the North, but estimates are that only 1,000 to 5,000, at the most, got away each year. Although few in number, the escapes forced the North to come to grips with slavery and recognize it as an evil that could no longer be ignored. Recall that Harriett Beecher Stowe fired these emotions with her novel, *Uncle Tom's Cabin*, published in 1851 and when she was introduced to Abraham Lincoln, he called her the little lady who began the war.

Wise masters provided incentives for good behavior and hard work. Rewards such as private garden plots, holidays, permission to visit relatives and friends, and other privileges might be granted.

But the ultimate control was always the lash, cords of leather bound into a painful whip. And it was used, sometimes with what was considered good reason, but sometimes arbitrarily, at the whim of the driver or master, sometimes under the influence of alcohol. It was this indiscriminate use that made the lash so fiercely hated.

For the slave owner, life was not necessarily all tranquility and peace. We know from letters and diaries that often the owners lived in fear. Tools and implements could be used as deadly weapons. Firearms could be stolen. In 1791, there was a bloody slave revolt in Haiti violently overthrowing the French. It struck fear through the South. Some owners slept with a pistol under the pillow. There was paranoia that fed on almost any suspicious event: an epidemic of runaways, a group of whispering slaves, mysterious fires and things like that. During the War, the call on Confederate states to send more troops was complicated by the reality that the home front could not be left defenseless against a slave revolt.

Public Opinion and the Constitutional Compromise

Public opinion in the eighteenth century ignored slavery as a moral issue. It was perfectly acceptable to most

people both here and abroad. The settlers of Virginia and the Carolinas brought with them the English tradition of the hereditary aristocracy. In the eyes of the aristocrat, the commoner was little better than a slave. In the words of the historian Peter Kolchin, "It was a world that took for granted human inequality and the routine use of force to maintain it."

The most famous of the slave ship captains was the Englishman, John Newton, author of the hymn, "Amazing Grace." Newton's conversion to Christ came long before he quit his slave voyages; and he wrote "Amazing Grace" long before he became an abolitionist.

Some of America's greatest statesmen owned slaves, among them George Washington, Thomas Jefferson, and Patrick Henry. Eight of the first twelve presidents were slave holders. In the Lewis and Clark expedition, William Clark took along his slave, York (and at the end of his long trek, refused to make him free).

In his first draft of the Declaration of Independence, Jefferson castigated King George for his support of the slave trade. His final version left this out. Jefferson wrote about the slavery problem, but left the solution to future generations without offering his advice.

At the time of the Constitutional Convention of 1787, there was already the beginning of a strong push in the North to abolish slavery or at least prohibit the interstate traffic in slaves. The slave population stood at 700,000; it was indispensable to the South. Slavery was an explosive issue that had to be resolved or there would be no new nation as we know it. James Madison's leadership brought a compromise. Each slave would be counted as 3/5 of a person for determining the number of representatives in the House and the number of votes in the Electoral College. Congress was given permission to abolish the importation of slaves after 20 years. Any slave who escaped to a free state remained a fugitive and was required to be surrendered when "Slavery," see page 30

Remember Me: Soldiers' Stories of the Civil War

Behind the glory, glamor and political bluster.

By Trish Ridgeway



About the Author

Trish Ridgeway has been Director of the Handley Regional Library since 1993. She

has held library management and reference positions at the University of Pennsylvania and Winthrop College in Rock Hill, South Carolina. She holds a M.S. in Library Science from Florida State University and an M.A. in English from Winthrop College. Her undergraduate degree is from Radford College. She serves on the board of the Old Court House Civil War Museum, has prepared numerous exhibits for the museum, and enjoys wearing Civil-War era dress and talking about the experience of Winchester women during the war. Most of the collection of the museum has been contributed by Trish's husband Harry. She has been a Winchester Torch Club member since 1991, was club president in 1994-95, and received the Silver Torch Award in 2002.

Presented to the Winchester Torch Club in Winchester, VA on January 7, 2004.

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"I went ...to the court House; the porch was strewn with dead men. Some had papers pinned to their coats telling who they were. All had the capes of their coats turned over to hide their still faces; but their poor hands, so pitiful they looked and so helpless; ...Soon men came and carried them away to make room for others who were dying inside. ...Most of them were Yankees, but after I had seen them, I forgot all about what they were here for. I went on into the building ...

...the perseverance of the common soldier was a crucial factor in the Civil War ...

"I wanted to be useful, and tried my best, but at the sight of one face that the surgeon uncovered, telling me that it must be washed, I thought I would faint. It was that of a Captain Jones, of a Tennessee regiment. A ball had struck him on the side of the face, taking away both eyes and the bridge of his nose. ...The surgeon asked me if I would wash this wound. I tried to say yes, but the thought made me so faint that I could only stagger towards the door. As I passed my dress brushed against a pile of amputated limbs heaped up near the door."¹

Cornelia Peake McDonald, who lived in Winchester for much of the Civil War, wrote about going to the courthouse after a battle at Kernstown on March 23, 1862. First Kernstown, as it later became known, was the first of many battles in and around Winchester during the war, and it marked the beginning of Stonewall Jackson's Valley Campaign.

A federal prisoner, probably one who had been fighting for some time, scratched out his rage and hatred on the courthouse wall:

To Jeff Davis

May he be set afloat on a boat without [sic] compass or rudder

Then that any contents be swallowed by a shark the shark by a whale

Whale in the devils belly and the devil in hell the gates locked the key lost and fuorther [sic]

May he be put in the North West Corner with a southwest wind blowing Ashes in his eyes for all eternity.

Many voices from the Civil War here in Winchester, both of men and women, call us to hear their stories. Winchester's Old Court House Civil War Museum, through its history and its collections, is particularly evocative. The building itself, the artifacts it houses, and the journals and letters associated with its history provide personal perspectives that differ from the standard tales of leaders, strategy and battles many of us remember from school.

Certainly we need to understand the big picture in history, but it is the individual stories that make it real. In Civil War history, it was historian Bell Irvin Wiley who led the way in examining the life of the ordinary soldier in *The Life of Johnny Reb* published in 1943, and *The Life of Billy Yank* in 1952. Wiley was one of many historians of this time who were adapting social science research methods to historical research. For *Johnny Reb* and *Billy Yank*, he examined over 30,000 documents — muster rolls, pension files, other official records, and published and unpublished memoirs, diaries, and letters — to paint a portrait of the soldier in battle and in camp. Wiley states that his interests are with "the humble folk, the little people, who have always comprised the bulk of our population, but who for that very reason, and for being relatively inarticulate, have appeared only hazily on the pages of history." He wanted to write "A social history of men in arms."²

A current scholar examining the Civil War soldier, Reid Mitchell, asserts that the perseverance of the common soldier was a crucial factor in the Civil War: "Neither side solved one of the greatest dilemmas of the war: how to launch a tactical assault without enduring losses that today would be unacceptable ...For the Union army as well as the Confederate, the war was waged by fighting, and soldiers paid the cost."³

Soldiers, both wounded and captured, filled the courthouse in Winchester to overflowing many times. In the renovation of the courthouse, volunteers discovered graffiti on the original plaster surface of the walls. Other wall surfaces had been covered later by wallpaper, glue, plaster or paint but, from the remaining segments, you can envision that every available section of wall from floor to about five feet up was covered with writing. From the segments that remain, 25 individuals have been positively identified. Soldiers seem to be calling from the walls: "I'm David Powell from Co. A of the 54th Pennsylvania regiment. I was captured at Winchester July 24, 1864."

These soldiers were not idle tourists scribbling their names. They wanted to ensure that they would be identified. In every case, they provided the name of their company and regiment and, in some cases, where they were captured. There is one group of names of captured officers on the east wall of the second floor of the courthouse that tells the story of the many actions following the battle of Gettysburg. After Lee's defeat at Gettysburg, his forces headed south. From July 5 to July 24, 1863, Federals chased the retreating army, and there were many small battles all the way from Boonsboro and Hagerstown, Maryland, to the passes in the Valley including Manassas Gap and Snicker's Gap. All in one hand on the wall is handwriting that is too faint to read. A light spray of water revealed a list of ten officers:

Major Pope, 8th New York Cavalry, captured near Funkstown, July 10;

Major Farnworth, 1st Connecticut Cavalry, captured near Halltown, July 14; Captain Scofield, 1st Vermont Cavalry, captured near Hagerstown, July 12; Lt. Norcross, 2nd Mass Cavalry, captured Ashby Gap, July 12; Lt. Potter, 6th Michigan Cavalry, captured near Falling Waters, July 14; Lt. Kellogg, 6th Michigan Cavalry, captured near Falling Waters, July 14; Lt. Hammond, 22nd Pennsylvania Cavalry, captured near Harpers Ferry, July 14. (For three others, the writing is too faint to make out.)

To use Lt. Kellogg as an example, one could make out L Kell followed by some letters too light to read, "6th Mich" was clear, and "Cap Falling Waters July 14" was also legible. A check of regimental histories in *A Compendium of the War of the Rebellion* revealed that the 6th Michigan Cavalry had been in an engagement at Falling Waters on July 14. Then consultation of the Michigan volume of *The Roster of Union Soldiers* under "Kell" turned up nine names of soldiers who served in the 6th Michigan Cavalry.

There is a subscription-based Civil War Research and Genealogy Database on the Internet, and a search there of the nine possible names turned up the information that Lt. James H. Kellogg of Grand Rapids, Michigan, was wounded and captured at the age of 23 at Falling Waters. *The Official Records* include a report of Brig. Gen. J. Kilpatrick of a cavalry charge, "most gallant ever made," by Major P.A. Weber in which thirty were killed, wounded and missing. Major Weber was killed,⁴ and Lt. Kellogg and Lt. Edward Potter, Company C, whose name is also written on the wall, were captured.

A visit to the National Archives brought forth Kellogg's military and pension files. Kellogg originally applied for a pension in 1888. His application states, "While a prisoner in Libby Prison [in Richmond, where many of the courthouse prisoners who were officers were sent], he contracted diarrhea and dysentery which became chrionick [sic] and brought on piles. That said

disabilities were brought on by exposure and want of food of any kind suitable for a sick or well man."⁵

Kellogg died April 30, 1891. His obituary is attached to the pension records. The obituary states that he was moved several times after Libby Prison: He made two or three unsuccessful attempts to escape, when he was caught by the rebels with the aid of bloodhounds and brought back. He was moved about several times and finally placed with many others at Columbia, South Carolina, where they were left in an open field to suffer innumerable hardships. Here ...he made his memorable escape which he has narrated more than once to delighted audiences in this vicinity. It is not practicable to go into the details of the terrible journey of 24 days and nights which was necessary before they reached Knoxville, Tennessee; the pursuit of the rebels and their close proximity at times; the faithful negroes and southern unionists; the lonely camping grounds and the scanty fare, all form one of the most thrilling tales that can be related.

The newspaper story also includes the names of some of the officers who escaped with Kellogg, including Lt. John C. Norcross, 2nd Massachusetts Cavalry, whose name is also on the list of officers on the courthouse wall.

Henry A. Jones wrote his name and unit, 5th U.S. Cavalry, Company F, more clearly and bigger than all the other inscriptions found on the walls. But one has to wonder why. His real name was Henry A. Powell. He enlisted October 10, 1865. (Remember the surrender at Appomattox Court House was six months earlier on April 9.) He deserted in 1866, came back into the army, and was in Winchester during August of 1866. He was mostly on sick call when in Winchester, and may have been quartered in the courthouse. Although his records in the National Archives provide no support for this supposition, one wonders if he was a bounty jumper. If Private Jones had enlisted previously under some other name to receive the

enlistment bounty, he could then desert to enlist again and receive another bounty. Private Jones received a medical discharge in 1867 and died of alcoholism in 1890 at the age of 40.

As the war ground on, Union soldiers found another way to be sure their identities would not be forever lost — identification tags. They were not issued by the government but by the sutlers, merchants who traveled with the armies, as well as through advertisements in newspapers. Research on two identification badges and one ring that were found on local battlefields yielded surprising results. The badge of Seth Hill of the 153rd New York Infantry, Company H, was found near the site of the Battle of Cedar Creek. His unit was indeed in the Battle of Cedar Creek on October 19, 1864. He did not lose his identification when killed or wounded at Cedar Creek, but served out the war and mustered out as a sergeant in 1865. He subsequently filed for a pension for chronic diarrhea and scurvy contracted during the war. He died in Saratoga County, New York, in 1930 at the age of 87. The identification badge of Aaron D. Underwood of the 1st U.S. Cavalry was also found near the Cedar Creek Battlefield. Underwood served throughout the war and then went west with the 1st Cavalry, where he deserted in 1866 at the age of 22.

Seth Bennett, Co. G, 11th Indiana Veteran Volunteers, had his identifying information engraved on the inside surface of a ring. He lost it in the vicinity of 3rd Winchester that was fought September 19, 1864. Seth had enlisted in the army less than six months earlier, soon after he turned eighteen. According to his pension files, Seth also contracted chronic diarrhea and resulting liver disease while in the army. He died in 1903 at the age of 57 from chronic diarrhea and resulting complications.

It is fairly certain in most cases that diarrhea was the symptom of the disease of dysentery. A report after the war attributed 44,558 deaths of Federal soldiers to diarrhea and dysentery.⁶

Historian Bud Robertson cites a Federal Army of the Potomac report that stated 640 out of every 1,000 Federal soldiers had diarrhea and dysentery in the first year of the war and, by the second year, 995 out of a thousand suffered from the same.⁷

Other killers included typhoid fever, smallpox, malaria, pneumonia, and measles. Germ theory was not widely known and hand washing and sterilization among medical staff not yet accepted. Doctors had little knowledge of effective treatments and our modern medicines were far in the future. In his volume, *Billy Yank*, Wiley quotes an eminent medical scholar of the Civil War era, J.S. Newberry, “Bowel complaints ...might still be further reduced,” he reported, “by the general adoption of the habit of wearing flannel body bandages or stomach belts, of which there is a large number [on hand].”⁸

Federal army regulations called for careful placement and treatment of latrines and garbage pits, cleanliness of men and camps, and protection of water supplies, but volunteer units did not see the need to work that hard. Looking at the statistics for the Civil War, an estimated 665,850 died in the four years of the war. Almost 66% of deaths of Union and Confederate soldiers occurred from disease compared to 34% of deaths occurring in battle or from wounds received in battle.⁹

I’m not certain what the cause of death was when what seemed a minor wound became infected and eventually killed a soldier. Certainly poor hygiene put anyone with a wound at risk. Doctors would probe wound after wound, amputate limb after limb, without ever cleaning their hands. Early in the war, it was common practice to reuse bandages from dead soldiers.

Anesthesia was generally available, according to author Bud Robertson, although he acknowledges the persistent myth of soldiers “biting the bullet” during amputations because there was no chloroform available.¹⁰ One wonders why then so many bullets with teeth

marks have been dug on Civil War sites. The courthouse museum has several on display, but hundreds of bitten bullets have passed through our hands. Civil War collectors and diggers currently have two conflicting theories: one is that soldiers did indeed bite bullets during surgery. The other attributes the bite marks to animals that picked up and chewed dropped bullets. Dentists who have entered the fray have argued both that the bite marks are human and that they are from animals such as cows. Given the difficulties both Federals and Confederates had in bringing the right supplies to the front and that both sides thought the war would be over in 90 days and therefore had no idea of the huge numbers of wounded their surgeons would be treating, I think chloroform supplies did not always show up when and where anesthesia was needed.

Like the bullets, most of the over 3,000 relics in the Old Court House Civil War Museum are not identified with an individual. Each of the 3,000 items was associated with an individual who suffered, fought, and perhaps died — there are thousands of untold stories within these relics.

We can fill in some parts of the stories. There are two slightly curved rusty large flat pieces of iron in the exhibit. They are the remnants of chest body armor. Displayed with them is a reproduction of a newspaper advertisement of the period:

The Soldiers’ Bullet Proof Vest

Has been repeatedly and thoroughly tested with Pistol Bullets at 10 paces, Rifle Bullets at 40 rods, by many Army Officers, and is approved and worn by them. It is simple, light, and is a true economy of life — it will save thousands ... Price for Privates’ Vest, \$5. Officers’ Vest, \$7. They will be sent to any address, wholesale or retail.

Uniforms were typically made of wool. In addition, soldiers carried forty to fifty pounds. A Union soldier wrote home to his parents: “40 rounds ammunitions, belt ...4 lbs; canteen of water, 4 lbs; Haversack of rations, 6 lbs; Musket, 14

lbs; Knapsack, at least 20 lbs; besides the clothes we have on our backs.”¹¹ Another told his mother, “In addition to the actual weight, the five different straps which passed over every part of our bodies produced unpleasant touches of cramp now & then. I can appreciate the feelings of an animal in harness now.”¹² Soldiers frequently discarded parts of this load while on the march. Body armor, brought to camp by new recruits or supplied by the folks back home, probably was dropped alongside the road during the first march.

A fragment of an iron cannon that exploded tells part of a story as well. The cannon, most likely a 32-pounder that fired 6.4-inch balls, had walls that are at least four inches thick. It most likely exploded when fired. In the heat of battle, many things can go wrong. Every piece of the smoldering ammunition bag and black powder from the previous firing had to be cleaned out so no lingering debris would spark while the cannon was being reloaded. Loading cannons with double shot or double canister, in a last ditch effort to repel rapidly approaching troops, was also very dangerous. One does not like to think of the horrible consequences to gun crews and nearby troops when this cannon blew into fragments.

The museum exhibit details the evolution of arms during the Civil War from smoothbore to rifled, from single-shot to repeating, and from muzzle loading to breech loading and explains the horrific consequences to troops when technology outpaces tactics. A great deal of experimentation in small arms and in artillery occurred during the war. Some pieces in the museum, such as hand grenades and rockets, were not especially effective but point to future conflicts. For example, Ketcham’s grenade was from one to five pounds in weight, made of iron, and had a football shape with a plunger on one end and a wooden tail with cardboard fins on the other. It would explode only if it landed directly on the plunger. The wooden tail was designed to make the grenade fly

through the air correctly, but a perfect hit was difficult to achieve and the grenade had little explosive power.

The large numbers of buttons, buckles, insignia, and other uniform accouterments in the courthouse exhibit illustrate both armies evolved over the course of the war. Excavation of early battles yielded relics of the many splendid uniforms that militias from North and South wore to war. Indeed, neither central government could equip the huge numbers of early volunteers. State governments and militia units themselves ordered their gear in a wide variety of styles. In the museum collection there are many beautiful examples of state plates (buckles) and buttons. A finely made Georgia belt plate was found with a gold crucifix cupped inside it. Did an anxious mother or sweetheart send her loved one off to war with a crucifix as an added safeguard? Did he lose his belt in the high grass or was he killed or wounded? We’ll never know.

Those splendid early militia belt plates were designed to be worn on the parade ground and did not hold up to heavy use. Relics dug from camp and battle sites used early in the war yield up many beautiful pieces. Relics found from areas that were active later in the war show the emergence of the first true national army of the United States as well as the shortages the Confederate army faced. For example, extensive digging around the Heater House that was in the center of the Battle of Cedar Creek on October 19, 1864 and occupied by both sides several times during the battle, yielded substantially all federal equipment.

Confederate troops replaced early militia finery with a variety of uniforms including those of federal troops. When A.P. Hill’s troops arrived late in the day at the Battle of Antietam, they charged into Burnside’s flank that was weakening. Four of the Union regiments on the Federal flank held their fire for crucial minutes because many of Hill’s men were in captured blue uniforms.¹³

In October 1864, Private Bill Cody wrote his sister, “If we ever do strike them Yankees again ...they will get wone [sic] of the worst whippings they ever had for most of the boys are right anxious to get a lick at them for some blankets.”¹⁴

Locally produced uniforms of the Confederacy came in a variety of hues, including those of butternut cloth that was made by using a dye of copperas (ferrous sulfide) and walnut hulls. Many of the belt plates used by Southern troops were locally made and often crudely cast. Just as Confederates had difficulties replacing materiel, replacing soldiers was an insurmountable task. When the war began, the North had a 3 to 1 advantage in the number of men of military age. By the end of 1864, fifty percent of Southern forces were listed as absent.

Just a superficial treatment of stories from the Civil War bring forth much of the horror of the war. In *For Cause and Comrades, Why Men Fought in the Civil War*, noted historian James McPherson examines soldiers’ motives. McPherson attempts to put together a representative statistical sample of Civil War soldiers by selecting letters and diaries of 1000 soldiers, choosing only those not revised after the war. He found that soldiers on both sides joined in the name of freedom. The Union soldiers joined to preserve the Union that was created by the American Revolution, and Confederates to preserve the freedom that was created by the American Revolution and to protect their homeland from invasion. Abraham Lincoln noted, “The *perfect* liberty they sigh for,” is “the liberty of making slaves of other people.”¹⁵ Some soldiers on both sides cited slavery as a motivation but not in as great a number as those who enlisted for their country’s freedom.

For me, the more interesting question from McPherson is: “How could soldiers sustain a high level of ideological commitment or belief in noble ideals through the grim *“Civil War,” see page 31*

Five Minutes At Midway

A turning point in the Pacific naval campaign in World War II.

By William Trask



About the Author

Bill Trask is a retired journalist. He worked as a reporter and desk editor for newspapers in Suffolk and Norfolk, Virginia and in Leesburg, Florida. In retirement, he continues to be an active volunteer, most recently as the director of an after school program for elementary school children cosponsored by his church and Wesley Community Service Center near downtown Portsmouth. He has a bachelor's degree in journalism from George Washington University.

Presented to the Portsmouth, VA Torch Club on November 11, 2002.

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It has been 60 years since a sea battle was fought in the Pacific a thousand miles west of Hawaii that may well be one of the most spectacular and little noted events in United States' history. Its anniversary was marked quietly in June 2002.

Other dates seem to be lodged more firmly in our collective memory as Americans. We all remember December 7, 1941. Who can forget the disaster to our navy that occurred on that day? Even those of us who were born after that date can associate December 7 with the sneak raid on Pearl Harbor that precipitated our entry into World War II.

In the same vein, we remember June 6, 1944, the date when Dwight Eisenhower's legions stormed the beaches of Normandy to stamp D-Day onto the pages of history.

But when the date June 4, 1942 is mentioned, does it elicit the same response as Independence Day or D-Day or Veteran's Day? Do we properly note the sacrifices of three squadrons of

young American airmen and the prescience of a cautious admiral who effected a startling reversal of our country's battle fortunes early in World War II? If it weren't for their valor and the remarkable victory in the Pacific they helped achieve, there may have been no D-Day, at least not until much later than it came.

It has been six decades since those grim days early in World War II when the free world was teetering on the edge of calamity. It has been said that the difference between victory and defeat for the nations that called themselves the Allied Powers was as narrow as a strait in the Solomons, the width of the English Channel, and one street in Stalingrad. And to these might be added five minutes at Midway.

Armies of Germany and Japan were bulldogging their ways across Europe and Southeast Asia with little to stop them. France, Belgium, The Netherlands, much of Scandinavia, and the petroleum producing parts of the Balkans had been subdued by the Nazis, and Great Britain itself seemed in mortal peril. In Africa, German Panzers under Erwin Rommel were driving toward Egypt and beyond trying to capture Middle East oil fields and close the Suez Canal to the Allies.

After the Allied collapse in France in May 1940, the British army and some of the French were driven across the channel from the continent to England. They had been saved by the miracle of the evacuation from Dunkirk, but their equipment had been left behind in France. There seemed to be little but the out-manned Royal Air Force to prevent an invasion of England. By mid-1941, Nazi hoards were moving across the Soviet Union and had come within sight of Moscow and the towers of the Kremlin.

It was in 1940 when the seriousness of the military situation began to be etched into our collective memory. There were radio news reports broadcast from London by Edward R. Murrow that included the wailing of air raid sirens in the background. From Berlin via scratchy short-wave radio came Adolph Hitler's ranting and the bellowed response of German mobs. The funereal tones of Lowell Thomas, and Gabriel Heatter recounting the latest Allied disasters made the end of Western civilization seem imminent.

Then the United States came near disaster in December 1941 as two waves of Japanese aircraft sank or severely damaged every battleship the United States Navy had stationed in the Pacific. Numerous smaller vessels were destroyed as were 149 military aircraft parked wingtip to wingtip.

The early months of 1942 after the Pearl Harbor attack were scary. I attended public school in Rosedale, New York, at the edge of New York City and we had air raid drills periodically. German submarines were sinking ships within sight of Long Island.

I even witnessed a small bit of the war myself. As I rode my bicycle near Far Rockaway at dusk one evening, I happened to look toward the ocean and saw the sudden eruption of flames from a torpedoed tanker. Brownouts became mandatory to cut down on the blaze of light that silhouetted the U-boats' targets. Sirens pierced the night and there were blackouts.

The military condition of England, the Soviet Union, and eventually the United States, had the flavor of doom as the decade of the 1940's began. For the United States, the four months between Pearl Harbor and the Jimmy Doolittle air raid on Tokyo the following April seemed a nonstop disaster. The

Japanese captured Thailand, Guam, Hong Kong, Wake Island, and the Borneo oil fields. They overran the Philippines, captured Manila, perpetrated the Bataan Death March, and drove a remnant of the American army to the island of Corregidor where members of the garrison became prisoners of war. Even the escape of the American commander, Douglas MacArthur, by submarine and PT boat to Australia seemed to produce more depression than elation. It seemed such a short hop for the Japanese to jump from Southeast Asia to Australia. Already they were marching down the Malay Peninsula and were soon to capture Singapore, the British Empire's last bastion in Asia.

To get a true perspective of America's situation at the time of Pearl Harbor and immediately afterward, I believe we need to recall the state of readiness of the belligerents as 1941 drew to a close. If ever two nations were equipped for war, it was the Axis partners, Germany and Japan. They had been stockpiling war materiel for more than a decade.

Moreover, both nations were mentally prepped for war. The harsh conditions for peace imposed on Germany by the British and French at Versailles after the first World War arguably put Hitler and the Nazis in control of Germany. Whether right or wrong, American pressure to keep Japan from seizing petroleum and other minerals in Asia strengthened the position of Japanese warlords.

The United States, on the other hand, was dramatically ill prepared for war. The Armed Services had been neglected for decades. Late in the 1930's, the size of our Army was fewer than 450,000 men, placing America twenty-first among the nations of the world, behind both Argentina and Switzerland. The temper of civilians was strongly against interference in European or Asian affairs. Despite the grimness of Allied military positions, Americans still felt that the oceans

provided a sufficient barrier to our coasts. In August 1941, four months before Pearl Harbor, a bill to permit the military draft came within one vote of defeat. The measure cleared the House of Representatives, 203 to 202 votes.

The Japanese did us an important initial service: Their attack swept away the last major trace of isolationism. It was late in the day when we finally woke up, but the question still hovered over our heads — were we too late?

Nevertheless, out of the fog of war, a far-off ray of hope began to glow. It wasn't recognized at first, but events fell together to make the American situation a trifle less grim than it might have seemed at first.

Two vital elements survived Pearl Harbor when a significant portion of the small American Pacific fleet was not in port. Eight battleships were there and were sunk or put out of action for months to come, but it turned out they didn't matter as much as they once had. The world was changing faster than we realized at the time and battleships were on the way to becoming dinosaurs. What mattered were the aircraft carriers. At that time, there were only four of ours in the Pacific, and they were all out to sea at the time of the raid. Possibly more important, the enemy did not attack the United States' oil storage areas at the naval base. If these had been hit effectively, there would have been little fuel for whatever American warships remained in the Pacific. Military experts say the Japanese may well have taken Midway, then Hawaii, and sailed unimpeded to the West Coast of the United States.

Fortuitous though these Japanese mistakes may have been, there was no clear signal that a sharp upturn in the fortunes of war might lay not too many months ahead. Indeed, the first four months of 1942 were filled with gloom until an intrepid band of Army Air Force bomber crews loaded their B-25s onto the aircraft carrier Hornet to be carried to within bombing range of Tokyo. Their raid was costly in terms of manpower

and planes and it had little military effect on the Japanese, but it did wonders for American civilian morale. The audacity of Jimmy Doolittle's flyers, thought by the Japanese to be entirely out of range, was described in a slim volume entitled *Thirty Seconds Over Tokyo*, that became an immediate best seller. The reply of Franklin D. Roosevelt to reporters who pressed for information before the carrier was safely out of range of the Japanese lifted the country, too. When asked from where the U.S. bombers came, the President replied, "From Shangri-La, gentlemen, from Shangri-La."

The enemy was not amused. They began to plan a response that would put the upstart Americans in their place and make the Pacific Ocean forever a Japanese lake. And here was where two more fortuitous bits of happenstance occurred.

The Japanese assumed that the Americans could not break their codes and if we did we would find the language too difficult to make sense of. Before they even started, we learned enough to know that the Japanese were sending Admiral Isoroku Yamamoto and an enormous fleet to attack Midway, a pair of tiny but strategic atolls. Moreover, Japanese intelligence failed to pick up on an American security leak resulting in an article in an American newspaper, the *Chicago Tribune*, detailing enough of Japanese plans for Midway to tell them we had broken their codes.

This time we were waiting. We understood their codes and language, and we knew they were coming and when, if not the precise direction from which they were to arrive. Still, we needed every break. Yamamoto was coming with his four newest and most potent warships. Behind the first wave of Midway attackers was another enormous armada, including two more carriers and more battleships.

At the outset, between Pearl Harbor and the Battle of Coral Sea on May 9, we had four carriers in the Pacific. One of them, the Lexington, had been sunk

and another, the Yorktown, severely damaged at Coral Sea, an engagement that resulted in no sweeping victory for either side. And so in June we had only three carriers. One of them, the Yorktown, had been hastily patched up and was limping.

Despite its inconclusive result, the Coral Sea battle entered the history books as the first naval engagement in history in which the contending warships never were in sight of each other. The fight was fought by aircraft from floating launch platforms and it set the stage for a really spectacular engagement a month later on June 4th, 5th, and 6th — the Battle of Midway.

John Keegan, senior lecturer in military history at the Royal Military Academy, Sandhurst, England, in his book, *A History of Warfare*, offers a list of 15 decisive sea battles that he believes have affected world history. Keegan's list stretches from Salamis in 450 BC to the battle of Leyte Gulf in 1944, and includes Trafalgar in 1805 in which the British destroyed Napoleon's sea power.

Keegan includes Midway because it was the first defeat of a Japanese naval force since 1592 and it curtailed Japanese dominance in the Pacific during World War II. "During the next two years, the Japanese were evicted from their island conquests and by 1945 they were retreating in Southeast Asia as well," according to *The Columbia History of the World*.

Each side had its strengths as the conflict advanced. For the Japanese, it was deemed by historians to be valor amounting to fanaticism of its armed forces; witness the Kamikazes and the stubborn defense of Guadalcanal. For the Americans, it was the most amazing industrial capacity the world has known.

Admiral Yamamoto's immediate goal may have been to capture an important military installation, but military strategists say he had a more significant end in mind — the destruction of what was left of the American Pacific fleet. Historians describe Yamamoto as "a good prophet."

He knew that if the United States Navy was to be annihilated, as the Japanese hoped, it had to be in 1942, before American production could replace Pearl Harbor losses.

Only a small part of the Japanese fleet was aimed directly at Midway. Most of Yamamoto's armada lurked some 600 miles behind. In *A Concise History of the American Republic*, Samuel Eliot Morrison, Henry Steele Commager, and William E. Leuchtenburg describe the intensity of Yamamoto's effort. "He personally assumed command and deployed almost every capital ship of his navy," they wrote. His plan, it became apparent, was to strike Midway so effectively it would sting an aggressive American admiral, "Bull" Halsey, and caused him to charge after the raiders to the destruction of his much smaller fleet.

Alas for Yamamoto's plan and happily for us at that moment, Halsey wasn't there. The American admiral was confined to a hospital in Honolulu with a severe skin ailment. In his place, the Navy, at Halsey's recommendation, sent Raymond Spruance, a competent but far more cautious commander. Halsey and his belligerent go-after-'em-with-all-you've-got nature was a known quantity to Yamamoto; Spruance was not. Moreover, Spruance's experience lay in surface warfare rather than in the deployment of carriers, making him even more of an unknown quantity to Yamamoto.

The Battle of Midway seems to be a classic example of the often astounding things that arise out of the confusion of battle. The Japanese were coming, that the Americans knew, but where in the vastness of the Pacific west of Hawaii were they? In finding them, we were blessed by what has been called "shrewd guesswork."

So the first phase of the Battle of Midway, the strike at the atoll itself, was set to begin on June 4, 1942.

The odds favored the striking force. Yamamoto brought vastly more to the battle than the Americans did. The

Americans waited with three carriers and a few supporting vessels that had survived Pearl Harbor. Spruance's defensive force was headed only by the carriers Hornet, Enterprise, and the damaged Yorktown.

As the advance Japanese striking force under Vice Admiral Chuichi Nagumo steamed toward Midway during the early morning hours, still unaware that the Americans knew it was coming, Admiral Spruance delayed launching aircraft until a more precise report on enemy ship positions could be obtained, but a little after 8 o'clock, Japanese aircraft struck the atoll doing considerable damage to ground installations.

Ironically, it was at this point that the enemy's battle plans began to be snarled, setting the stage for the first and most spectacular phase of the American victory — but it didn't begin that way.

Probably seldom in the history of warfare has such spectacular success followed such a dismal beginning. Once the Japanese raid on Midway began, it became obvious that the Americans needed to launch aircraft of their own and at this point, the American command became tangled. Admiral Spruance, to be sure, took over Halsey's command of the carrier Hornet, but he was ranked by Rear Admiral Frank Jack Fletcher, who commanded Task Force Seventeen. Fletcher, however, was based on the carrier Yorktown. The Yorktown was some distance from the Hornet and the Enterprise when the time came to launch aircraft and this left the decision of when to attack Nagumo's fleet up to Spruance. Later, when the Japanese attacked and inflicted heavier damage on the Yorktown, Fletcher transferred full command to Spruance. At this point, Fletcher virtually vanishes from history.

Nevertheless, Spruance did not become the hero of Midway immediately.

The heroes of the first day were the pilots and radiomen-gunners from three squadrons of torpedo planes flying from the Hornet, Enterprise, and Yorktown,

all but 17 of whom died in an initial uncoordinated attack.

After the first order to launch aircraft was given, severe problems in getting planes in position to be launched were encountered. Carriers in World War II contained three kinds of aircraft: torpedo planes, bombers, and fighters, the first two to attack enemy ships at low and high levels respectively, and the third to protect the attacking planes from enemy defenders.

But without enough bombers and fighters in the air to make a coordinated attack, the decision was made to send the torpedo planes off first. Torpedo planes were slower and flew lower to deliver their torpedoes at a proper altitude and angle. Without fighter cover, the torpedo planes became sitting ducks. Of 85 crew members, 68 went into the sea and perished in the initial uncoordinated attacks.

But if Admirals Yamamoto and Nagumo were congratulating themselves about their successes thus far, they still had something to learn. Yes, they had severely damaged shore installations at Midway. Yes, they had wiped out most of the torpedo planes from the Hornet, Enterprise, and Yorktown. Yes, they had crippled the Yorktown again and seemed poised to sink her. But they had failed to destroy all of the land-based bombers at Midway, and these suddenly appeared. They flew at high level. They failed to damage the Japanese fleet significantly, but they caused the Japanese admirals to alter plans for arming their aircraft to equip bombers to make a second strike at Midway and this made the big difference as 10:25 a.m. approached. At this moment, American dive bombers, dubbed hell bombers by the Japanese, having become airborne and sent on their way, appeared high above where the enemy was busy mopping up American torpedo planes. There was not a Japanese fighter in position to deal effectively with the American bombers. Between 10:25 and 10:30 a.m., June 4, 1942, three Japanese carriers were

burning and out of the war. Another carrier was to be sunk before June 6 was over.

What happened next, or more accurately what didn't happen next, is what set Raymond Spruance down in history as Spruance of Midway. According to records and recollections of the time, Spruance was not popular with members of Halsey's staff. They admired Halsey's aggressive, hit-'em-when-they-hurt style of fighting. Spruance was too reflective, too conservative for their taste. Who was right? If the Japanese were hurt as badly as the initial fighting seemed to have made them, why shouldn't the Americans attack?

But remember Admiral Yamamoto and the second part of his scheme to destroy the American fleet? Lurking to the west lay the major part of Yamamoto's armada, with which the Japanese hoped to lure the impetuous Halsey into a fatal encounter.

When, instead of plunging west to attack a supposedly beaten foe, Spruance retired discretely east to continue the defense of Midway, the wrath of Halsey's staff is said to have been intense. Initial reaction of Navy brass in Hawaii and the Pentagon was not favorable to Spruance, either, but Spruance turned out to be right. Eventually, Yamamoto, fuel running low, was forced to return with his vast armada to the Sea of Japan, leaving Halsey's fleet intact to fight another day under better conditions.

The Battle of Midway is noted in most history books as the event that saved American fortunes in the Pacific and slowed the Japanese navy's conquest of Southeast Asia, but in later analysis it is seen as having consequences for the defeat of totalitarianism on both sides of the globe.

First, the Battle of Midway saved a strategic atoll, and probably Hawaii. It may have forestalled an attack on the west coast of the United States as well. Secondly, it averted the need to weaken

the American Atlantic fleet by bringing ships to the Pacific to try to stop the Japanese advance at a time when the Allies were fighting to turn back the Nazis. Finally, it gave America the time needed to galvanize its enormous war production machine.

Early in the war, German U-boats sank staggering tonnages of shipping bearing lend-lease war goods across the Atlantic meant to forestall the collapse of Great Britain. In 1944, Great Britain became the platform from which Eisenhower launched his invasion of the continent. American warships built after Pearl Harbor contributed heavily to winning the Battle of the North Atlantic.

Here's what historian John Keegan says about the outcome of the Battle of Midway: "...between 1941 and 1944, the United States launched 21 fleet carriers, Japan only 5, and the U.S. Pacific fleet could move virtually at will supported by a fleet train that allowed its ships to remain at sea for weeks at a time."

Moreover, the astounding American ability to produce vessels of all kinds resulted in the launching of hundreds of cargo ships and landing craft for both troops and weaponry. It was American-made landing craft that bore Ike's troops and equipment ashore on D-Day.

One of the more fascinating games in life to me is the game of "what if." Let me play it for a while:

- What if America's aircraft carriers had been in port at Pearl Harbor at the time our navy was surprised by the Japanese?
- What if we hadn't deciphered enough of the Japanese Code Book C to learn that Yamamoto and virtually the entire Japanese navy were on the way to Midway?
- What if an alert Japanese intelligence officer had picked up a copy of the *Chicago Tribune* and discovered we were on to them?
- What if those three squadrons of torpedo planes had not been in the wrong place at the time the battle was developing to lure Japanese fighters out "Midway," see page 32

The Forgotten Freedom

Persistent Constraint Into the Twenty-first Century

By **Edward A. Lottick, M.D.**



About the Author

Ed Lottick
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retired recently after
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science and zoology from Syracuse University, and an M.S. from the University of Nebraska. In 1953, he thought he had completed French with second year college French at Harvard summer school, but he has just further completed four years of advanced college French for credit at King's College. This fall, he will teach his advanced psychology elective on American cults for the third time at King's.

A member of Torch since 1989, he is also currently active with the International Cultic Studies Association speaking upon "Prevalence of Cults in the U.S.A." at Madrid last summer, and will speak this summer in Denver on "Rajneesh and Bioterrorism."

The Forgotten Freedom was presented as the FAIR lecture at the Royal Society of Medicine in London on October 28, 2003 and to the Wyoming Valley Torch Club at King's College in Wilkes-Barre on March 8, 2004. FAIR (Family, Action, Information, Resource) is an acronym for the British service organization for cult victims, their families, and friends.

Presented to the Wyoming Valley Torch Club on March 8, 2004.

"Congress shall make no law respecting an establishment of religion, or prohibiting the free exercise thereof."

This paper is the script for a Torch Club speech given at King's College in Wilkes-Barre, Pennsylvania on March 8, 2004 (Noah Antrim Lottick's birthday). It is the outgrowth of a Torch Club speech I gave eight years ago in 1996. Although I did not frame it as clearly then, that earlier speech did present destructive cults as agents of terror in the modern world. It was then that I mentioned the shocking use of weapons of mass destruction (a poison gas attack on the Tokyo subway system) by one cult and the systematic use of litigation and the threat of litigation to terrorize and intimidate victims and critics into silence in the United States by another.

At the conclusion of my talk, there were many questions. As I answered them, I felt that I had captured my fellow members' understanding and perhaps even their support. Then when I was gathering up my notes, I said to a respected colleague who was standing nearby, "You know, we really need to do something about cults." He thought for a moment, and then said: "Well, I don't know. What about freedom of religion?" I was not a little stunned. How could freedom of religion trump consideration and action against the flamboyant cult excesses that I had just documented in my talk. I knew, however, that freedom of religion was important. I shared in the traditional American habit of mind of honoring and being protective towards religious institutions and I empathized with my friend's open and guileless comment. But my thesis was effectively checked. I made a noncommittal response and filed away my feelings. But every once in a while in my thoughts, that conversation popped up. The years passed and it is only now, years later, that I realize that my friend's comment was an automatic,

and unpremeditated, conventional and commonplace *thought-stopping cliché*. No wonder it took me so long to respond.

As the years passed, I continued to observe and study and talk to other groups about cults. Finally, one day early in 2002, I woke up. During the night, it had occurred to me to examine "freedom of religion" itself. What does it mean? What lies behind it? I began by studying everything I could find on the topic "freedom of religion." That summer I reread the basic founding documents of the American Republic, the Declaration of Independence and the Constitution. That led to questions about what was in the mind of Thomas Jefferson, the writer of the Declaration of Independence, and James Madison, the writer of the United States Constitution and its Bill of Rights. What did Madison think about freedom of religion when he wrote the First Amendment? That led me into the history of our early republic, and that in turn to the Statutes of the State of Virginia. It turned out that both Jefferson and Madison had a different concept of "freedom of religion" than was implied by my friend's question.

James Madison wrote the Constitution and the Bill of Rights in 1787. One year before that in 1786, Madison had shepherded the Virginia Statute for Religious Freedom through the Virginia Assembly to make it basic law in Virginia. Authored by Thomas Jefferson, the Virginia Statute is of special importance. Not only did it barely precede the First Amendment chronologically, but it also resoundingly articulated freedom *from* religion which is so important in this era of religious dominance as well as cult preponderance.

The Virginia Statute stated that: "...no man shall be compelled to frequent or support any religious

worship, place, or ministry whatsoever, nor shall be enforced, restrained, molested, or burthened in his body or goods, nor shall otherwise suffer, on account of his religious opinion or belief; but that all men shall be free to profess, and by argument to maintain, their opinions in matters of religion, and that the same shall in no wise diminish, enlarge, or affect their civil capacities.” Clearly the Virginia Statute on freedom of religion included not just our individual freedom to believe in, observe, and practice religion, but even more basically, it also included our individual freedom *from* religion and *from* religious organizations including today’s cults.

When I started my process of review, I could nearly recite the religion clause from the First Amendment of the Bill of Rights to our U.S. Constitution by heart from my early schooling: “Congress shall make no law respecting an establishment of religion, or prohibiting the free exercise thereof.” All American children, at least from my era, have read this clause, and many can recall it. I have come to realize, however, that most Americans, including myself at the time when my friend made his remark, do not necessarily have clear understanding of its meaning or historical context. Americans revere their First Amendment, but time and distortion abetted by various religious lobbies themselves over the years have created a clouded understanding. The result is a vast assemblage of predatory organizations that realize great advantage by calling themselves “churches” when they apply for non-profit status.

From careful perusal of the founding American documents, it is apparent that what the founding fathers were talking about was freedom of religion as an inherent right of the individual, not the “freedom of religions” barnacle that has encrusted itself onto the contemporary American psyche. Our original concept of “freedom of religion” seems to have

degenerated to “freedom of religions;” that is, “freedom of religious organizations,” and even to “*absolute* freedom of religious organizations.” What a windfall that’s been for the exploitive organizations of our current era, the destructive cults.

Now I don’t want to seem insensitive and bring up a document that some of you may consider subversive, but as I have been reexamining the Constitution, the words of Jefferson’s Declaration of Independence also resonate. He wrote: “We hold these truths to be self-evident, that all men are created equal, that they are endowed by their Creator with certain inalienable rights, that among them are life, liberty, and the pursuit of happiness ...that in order to secure these, governments are instituted among men drawing their authority from the just consent of the governed.” You will note that neither the Constitution nor the government grants human rights. Our Creator endows us with them, thus they are inherent. The Constitution or the government doesn’t do the endowing. Not only that, they are inalienable. In other words, they may not be taken away.

Also I had always been taught that the Constitution “guaranteed” our human rights, but today I wonder what people mean by “guaranteed.” Agreed that our federal government has been enjoined from oppressing us and, in the Fourteenth Amendment this includes the various state governments, but what else do people mean by “guaranteed?” I note that governments are instituted amongst men to secure our human rights. But is there some limit on from whom governments can secure them? Does anybody assert that our rights are guaranteed only from governmental infringement? And is it only from the United States and its subdivisions? What about other governing bodies? Let me pull no punches: What about cults, which have governing persons or structures that often may infringe our human and civil rights? Do various federal and state governments guarantee

rights that are in the process of being infringed by cults?

When I served in an American army tank regiment many years ago, I worked with a sergeant major who was fond of saying: “Engage brain before driving mouth.” In other words, as in driving a vehicle, “put your mind in gear before speaking or acting.” That saying reinforced in my mind the concept that thought should precede expression and other action whenever possible. I also believe that thought should precede belief. There are a number of good reasons for this. Love may be blind, but should faith be blind? I would say to Kierkegaard: “Look before you leap.”

With such caution being part of my background, it seemed obvious that thought was primary, and naturally should precede belief, or speaking, or writing, or acting. It followed that freedom of thought is basic to the various other freedoms that are enumerated in our American Constitution, and that freedom of thought was preeminent among such freedoms as freedom of expression and freedom of belief.

But wait a minute! Freedom of thought is not enumerated in the Constitution. The founding fathers assumed and used in full measure freedom of their own thought, but they were quiet about it and did not spell it out in the American Constitution. Why was that? Could it be that thought had always been a private matter, beyond the reach of state (or other organization) tyrants. Its abuse by tyrants seemingly only came into full bloom in the twentieth century with the proliferation of all-encompassing totalitarian regimes and totalistic cults.

Having achieved a better understanding of the basis of “freedom of religion,” I found myself in hot pursuit of freedom of thought, which had apparently been forgotten when rights were being enumerated by James Madison in the Bill of Rights. Should we add another amendment to our Constitution covering Freedom of

Thought? Let us first read further in the Bill of Rights of the Constitution to the Ninth Amendment that I had forgotten, if I had ever learned it very clearly. It says just what I now hoped it would say: Madison qualified his work in the Bill of Rights with: "The enumeration in the Constitution of certain rights shall not be construed to deny or disparage others retained by the people." Remember, the Declaration of Independence declared that our rights are "endowed" by our "creator." They are inalienable and nothing in the founding documents limits their extent. But they need to be balanced one against the other. They do require adjudication, because, for example, my rights can infringe those of my neighbors, and vice-versa.

While formulating the preceding thoughts, and pursuing my research on freedom of thought, I came across a book by Charles L. Black, Jr. called: *A New Birth of Freedom*. While reading his book, it became apparent to me that Black was a giant upon whose shoulders we all can stand. Professor Black was a Constitutional Law Professor for 52 years at Yale and Columbia. In 1954, he helped Thurgood Marshall, then of the NAACP Legal Defense Fund, to write the legal brief for Linda Brown, whose historic Supreme Court case, *Brown vs. Board of Education*, ended segregation in America. In *A New Birth of Freedom*, Black had carefully crafted a treatise that supported and extended my line of inquiry. Based on his authority as well as my own studies, I feel that I can state unequivocally that we in the United States already have relevant laws on our books and may need no amendment to our Constitution in this area. The right to freedom of thought is already provided for in our founding documents. Further, it becomes obvious that what we have been lacking is not law, but assiduous application of the law that we already have. Might the situation be the same in the United Kingdom? Our laws may well be adequate. But what we may need is increasingly thoughtful application.

Black, striding ahead of the development of my thought, addressed the issue of the application of our basic United States law to the states. He cited the Fourteenth Amendment to the U.S. Constitution. According to the Fourteenth Amendment, state courts, judges, and lawyers are obligated to take into account federal law. Therefore, the First Amendment, the Ninth Amendment, and the Fourteenth Amendment might all be relevant to every legal question in every court in America. According to these amendments, *all* legal authority is enjoined to take into account the full panoply of human and civil rights.

It is a great irony, considering our foundations, that Freedom of Thought is often overlooked or entirely forgotten. Freedom of Thought has become a constitutional orphan; in other words, a young Harry Potter, constrained by his oppressive aunt and uncle. Like Harry Potter, Freedom of Thought has been kept locked under the stairs, but unlike Harry, locked for a full 200 years. It is time to get Freedom of Thought out, dust it off, and use it to help circumscribe some of the abuses of the twentieth century that remain arrayed against us into this, the twenty-first century.

So perhaps we have the beginnings of a strategy for the United States that will require new thought and new argument, but perhaps no new law except as the common law evolves. Let me now leave this discussion centered on the United States and start to consider the rest of the world, and focus on some further documents. Because it was written just two years after the American Bill of Rights, I turned next to the French Declaration of the Rights of Man and the Citizen of 1789. Steeped in the eighteenth century like the Bill of Rights, it does not specifically mention Freedom of Thought. But when I looked at documents written after the Second World War and the defeat of Hitler's thought-controlling totalitarian regime, freedom of thought appears on the world stage. The 1948 United Nations'

Universal Declaration of Human Rights, and the 1950 European Convention of Human Rights both make specific reference to Freedom of Thought. Also, although I know that elaborations of the development of English freedoms generally start with the Magna Carta, I have not yet traced their development throughout the last millennium of English history. But that's for a later day. Such research is important to us in the United States because much of colonial American thought assumed and incorporated English custom and law which still prevails.

It is now the beginning of a new century, and the summary report on the developments of the twentieth century has been, at best, mixed. Order and progress competed with disorder and regression. Perhaps more clearly and completely than at any time in history, freedom of thought was constrained in the twentieth century. Such constraint is new and unique. The end of the First World War was followed by the appearance of totalitarian dictatorships in Europe. And the Second World War was followed by the elaboration of totalistic cults in the west, especially in the United States. These developments brought with them a global epidemic of more complete mental constraint than at any time in history. And no coincidence, both of these types of organization, totalitarian regimes and totalistic cults, exhibit a well-organized tyranny that is, at core, exploitive.

Totalitarian regimes and totalistic cults can be quite complex, but tyranny does not always require elaborate organization or complex machinery. To simplify what can be a complex study, we have only to look at the story of Elizabeth Smart. We have been reading about her this year in the United States. The 14-year-old girl was kidnaped from her family's home at knife point by a vagrant who was also apparently a tyrant as well as an aspiring polygamist. Following her capture, both her freedom of movement and then her freedom of thought were constrained. Although

subsequently discovered walking around the streets with her captor and his wife, she did not attempt to escape. And when finally found by the police, she initially denied that she was Elizabeth Smart.

Following Elizabeth's return after nine months of constraint, her father and the police said that she had been "brainwashed." Some experts recalled the Stockholm Syndrome where the captive identifies with his or her captor. You may recall Patty Hearst who was bound by the Stockholm Syndrome to the Symbionese Liberation Army, the political cult that had captured her.

Various cult apologists stepped forward and inserted themselves and denied that Elizabeth Smart had been brainwashed. This points up the confusion over the word "brainwashing." On the one hand, we have Robert Jay Litton's masterful, highly specific analysis and elaboration of themes in the brainwashing of American prisoners of war by the North Koreans during the Korean war. Litton's eight themes have inadvertently become criteria for calling a situation brainwashing. But Litton's analysis and description might be re-characterized "classical brainwashing" to differentiate it from variants that include somewhat less coercive forms of constraint. The average person understands that brainwashing can be diagnosed by an otherwise unexplained change in a person's attitude or behavior. Brainwashing, the oppression of thought by constraint and the resultant modification of behavior, consists of changes in one's thoughts, and changes in the patterns of one's thoughts, that we recognize by saying that a person was "brainwashed."

Margaret Singer, who during her distinguished career counseled over 4,000 ex-cult members, explains brainwashing best. She says: "Thought reform is not mysterious. It is the systematic application of psychological and social influence techniques in an organized programmatic way within a

constructed and managed environment." Even earlier in 1948, when thinking about totalitarianism, George Orwell wrote his novel, *1984*, which was basically about brainwashing even though that term was not coined until 1950. He pointed out that "propaganda" involved the manipulation of thoughts and the mental units of thought including language, vocabulary, symbol, and image to produce attitudinal or behavioral change but he was talking about brainwashing. And currently, David Brear, in the introduction to his book in process, *Amway, the American Dream Made Nightmare*, defines cults by calling them "self-perpetuating, esoteric, ritual belief systems instigated or perverted for the purpose of human exploitation and ruled by a self-appointed leadership who, by maintaining an absolute monopoly of information, reflect a fictitious dualistic (good vs evil) scenario of control as fact (in order) to acquire adherents."

Such is this persistent and obtrusive problem that came into full bloom in the twentieth century. If a manipulator not only controls a person's environment but also can orchestrate a person's thoughts, he or she enhances conformity, compliance, and even loyalty. One of the key elements of all forms of brainwashing is the suppression of natural feelings or impulses. The basis of this is constraint. The addition of overt coercion facilitates the process, but is not essential.

Constraint in the recent French formulation is the result of "mental manipulation" and involves intellectual regression. In description of the About-Picard Law passed in France in 2001, "such psychological or physical subjugation by heavy or repeated pressure is suited to alter judgment," and of course, suppresses natural feelings and impulses, and results in a state of mental bondage. The French, with this new law against brainwashing, might take the destructive cult bull by its horns. Some critics of this law may simply misunderstand it. Some, with crafty

intent, characterize it as "the law against the sects." This propaganda basically for American consumption trades on the confusion over the word sect. In the U.S., it frequently means "denomination," but in Europe, it translates as "cult." I actually had a fundraising call from a college classmate recently who told me that the French are against the Protestants. But according to my more pedestrian understanding, the About-Picard Law is a law against brainwashing. Vive la France!

All of this is also ironic for me individually. Although my paternal grandparents came to America in the 1890's in search of opportunity, my Quaker maternal ancestor, John Antrim, left England and came to America in 1680 in search of individual freedom of religion. On an immediate and much more tragic note, our son, Noah Antrim Lottick, was recruited into a cult that subsequently played a powerful role in his death. After his death, we subsequently retrieved his car and discovered a dated audiotape that he recorded two days before his death. It revealed that he was under severe constraint and confirmed that his freedom of thought had been severely abrogated. We now know that he had been doubly deceived and doubly constrained.

Much of us avoid constraint and maintain our freedom of thought if we can keep away from totalitarian governments and keep out of totalitarian cults. I realize that this may be easier said than done. It was for our family. And potential new recruits keep appearing, but most young people that I know are quite horrified when they learn what is out there in the marketplace. I think the key lies in educating all of the children and all of the citizens of all of our countries. And it's very important that our leaders, too, understand the dangers of constraint and the key importance of freedom of thought in this modern world.

Constraint has always been an evil and exists as an antithesis of freedom.

Constraint of thought has become a pervasive and preeminent evil in the twentieth century. But we have gradually learned how it works. For us in the know, our path is clear. We, who know about totalitarianism and how cults work, must continue educating the vast group of our citizens who remain unaware. Freedom of Thought persists as the most fundamental and majestic of freedoms even though it is directly under attack as never before. God grant that thought-stopping clichés and other diversions do not stand in the way forever and that freedom of thought and all of our other freedoms prevail as we labor to make our world not only safer but both more rational and more just.

.....
"Water," from page 4

The truly daring ones go over Niagara Falls in a barrel, or dive off the cliffs of Acapulco.

Water is in demand as an ornamental attraction. Fountains are a "must" for village squares, malls, country clubs and palatial estates. In the showiest cases, elaborate arrays of light and color and sound dazzle visitors. Buckingham Fountains on Chicago's Outer Drive, and The Waltzing Waters near Cypress Gardens in Florida are two of such marvelous computer-controlled displays which this writer has been privileged to enjoy. A different ornamental display of water has been on public view in the Embarcadero in San Francisco. Using a "wetting agent," water is made to flow silkily over the edges of a large circular basin which is so precisely leveled and polished that there is perfect sheet action with no ripple or flow pattern.

Since our school days, we've known that about three-fourths of the surface of the earth is water. But we came to appreciate that reality more when we saw our blue planet from outer space.

Bodies of water beautify the earth. Lake Tahoe is a gem. The Finger Lakes are a panorama of pretty shorelines. Lake-studded Minnesota, upper Michigan and the great Laurentian Shield beyond Sault Ste. Marie are full

of calendar-art scenes. Lakes Lucerne and Lake Como are jewels of Switzerland. The list of sparkling lakes is almost endless and the views often breathtaking. No less dazzling are the sunlit wavelets along the islands of the Florida Keys.

Water enriches land value. Waterfront is almost a synonym for high cost in real estate. Shoreline property can be precious and exclusive. Beachfront is often controversial as public access impinges on private boundaries. Lake Lucerne, previously mentioned, is ringed with private properties which in some cases have been in privileged families for generations, and purchase opportunities are rare.

One trait of water is unique and has truly global meaning. It is no exaggeration to say that without that quality, life as we know it would hardly be possible. The peculiar trait is that water expands at the freezing point. As it is cooled, it contracts until it reaches 39 degrees. Since it expands below that, ice floats. If it sank, earth would evolve into a lifeless arctic desert. Each winter more and more ice would pile up on the bottom of lakes, rivers, and oceans. In summer, the sun's heat could not reach deep enough to melt much of the ice. Water life forms would die. In time, all water would turn to ice except for a thin surface layer over the ice in summer. How blessed we are that our quintessential liquid has evolved in such a benevolent way!¹⁵

Water is truly fluid for thought!

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"Slavery," from page 17

claimed. In return for these concessions to the South, the North got what it wanted: regulation of commerce by a simple majority rather than by a 2/3 vote.

Counting 3/5 of the slaves changed the course of history for without it, in the deadlocked election of 1800 that was decided in the House of Representatives, it is clear that John Adams and not Thomas Jefferson would have been elected President.

Slavery's End

Perhaps most slaves quietly accepted their fate, a condition that they had been born into; an inheritance they couldn't do much about except to wait or to escape. We know the yearning to be free was just beneath the surface. In the American Revolution, the British gave freedom to any slave who would enlist in the British army. In response 50,000 slaves fought for England.

When the Emancipation Proclamation came on January 1, 1863, freeing the slaves in the states that were in rebellion, it was greeted by the slave with jubilation. One hundred thousand slaves joined the Union Army. By the end of the War, 179,000 blacks had fought in 39 major battles; 22 of them were awarded the Congressional Medal of Honor. Lincoln said, "The emancipation policy and the use of colored troops constitute the heaviest blow yet dealt the rebellion."

The War ended at last. The Thirteenth and Fourteenth Amendments were adopted abolishing slavery and granting rights of citizenship and due process to the slave.

In the words of James and Rosamond Johnson:

Stony road we trod, bitter the chastening rod,
We have come a way that with tears has been watered;
We have come, treading our path through the blood of the slaughtered.
Facing the rising sun of our new day begun,

Let us march on, till victory is won.

That is a great reminder of what was done, what remains to be done, indeed what must be done.

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I am indebted to my old friend from Scott High School, Richard H. Sewell, Professor Emeritus of American History, University of Wisconsin, for his recommendation of sources for my study of slavery, the “peculiar institution.”

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“Civil War,” from page 21

experiences of disease, exhaustion, frustration, and death as the war ground on through its fourth year?” Desertion rates did rise and McPherson finds “a decline in the romantic flag-waving rhetoric of the war’s first two years.” McPherson states that belief in the cause continued for soldiers who had enlisted in 1861 and 1862.¹⁶ Soldiers wrote home insisting that they must continue to do their duty to their country and comrades and to preserve their personal honor. McPherson quotes a captain in the 28th Mississippi Cavalry who wrote his wife in November of 1863 that war was “an unmixed evil [of] ...blood, butchery, death, desolation, robbery, rapine, selfishness, violence, wrong ...palliated only when waged in self defense.” Though “heartily sick” of it, he was “sustained along by a strong sense of duty.”¹⁷ McPherson cites a New Jersey sergeant, Irish born, who wrote to his mother: “neither the horrors of the battlefield [nor] the blind acts of unqualified generals had chilled my patriotism in the least.” In a later letter of April 1864 he wrote, “We are still engaged in the same holy cause ...We have yet the same Country to fight for.”¹⁸

More soldiers died in the Civil War than the total of all Americans who have died in all other wars; 665,850 soldiers died in the Civil War. Estimating the same percent of deaths based on the current U.S. population, it would be the equivalent of over 6 million dead. It is hard to imagine the impact of such carnage. We hope our country will never again face such devastation, and at the same time wonder if we would have the courage and commitment equal to that of our Civil War ancestors.

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Midway, from page 25

of position to protect their own carriers?
• What if an aggressive American admiral had been lured into Yamamoto's trap and the Japanese were able to destroy more of America's inadequate Pacific fleet?

Nevertheless, history is not determined by might have been, but by what did happen. Historians have made enough of a case to suggest strongly, if not conclusively, that the five minutes between 10:25 and 10:30 a.m. on June 4, 1942 comprised one of the most pivotal periods in our naval and military history.

As 1942 reached its mid-point, two hideously totalitarian nations — each of them geographically small — had conquered or were in control of one-third of the land area of planet Earth. The victory at Midway stopped the advance of Japan in its tracks and made

it possible for Franklin Delano Roosevelt to pursue the "Germany first" policy that eventually liberated Europe.

As for Spruance, the admiral went on to command ever larger American forces in the Pacific as World War II commenced, but many believe it was what he didn't do at Midway that solidifies his place in history.

By a year after Midway, the United States had completed enough warships and sent them to the North Atlantic to drive Nazi subs from the shipping lanes. A year after that, Admiral Halsey, his own forces substantially more powerful, defeated an enormous Japanese fleet at Leyte Gulf and made Douglas MacArthur's return to the Philippines secure. And it all began in those five minutes on June 4, 1942 when U.S. torpedo bombers took three Japanese carriers out of the war.

Gold & Silver Torch Awards

At our annual convention, special Gold and Silver Torch Awards may be given to individual members for truly outstanding service, through nomination by their local clubs, submitted in advance through the Awards Chairman.

Gold Award

The Gold Torch Award honors members who have served Torch at the local, regional, and—most importantly—the International level. To qualify for this award, the nominee must have been a Torch member for at least 10 years. In any one year, the number of Gold Torch Awards may not exceed 1% (rounded to the nearest whole number) of the membership of the International Association of Torch Clubs (i.e., three awards for membership of 2,500 to 3,499).

Silver Award

The Silver Torch Award recognizes members who have served in an exemplary manner at the local club level. To qualify for the Silver Torch Award, the nominee must have been a member for at least 5 years. In a given year, the number of Silver Torch Awards nominees by a local club may not exceed one for each 25 members or portion thereof.

Nominations for both awards should be sent by March 31, 2006 to Anne D. Sterling, c/o IATC, 749 Boush Street, Norfolk, VA 23510-1517, with copies to your regional director.

Carlson, from page 2

CD that will be available to local clubs with a family of Torch related graphics such as Torch logos, banners, and sample newsletters, name tags, stationary, and brochures that local clubs may wish to adapt or modify for their use.

• **Local Torch Club Web Site Initiative.** I do not receive many comments from the local Torch Clubs about the IATC web site, but the most common is, "Why can't the International assist the local clubs in setting up a web site?" I know of only three local clubs with a web site, and each of those sites is linked from the IATC web site directory pages. To partially satisfy a request for support, I am developing a self help package that will give local Torch Clubs an opportunity for a

quick start planning and setting up a web site or BLOG. I want to test the self help kit, so it may be late summer before it is available. However, I would not be surprised if most clubs already have the necessary skill level in their membership to set up a local club web site or BLOG right now. Look at www.schenectadytorchclub.org for a good example of what a local club can do.

The winters in Albany, New York are long, dark and cold. I hope to get all of this work completed by the summer of 2006. Then I will be enjoying swimming, fishing, and boating at my summer home on Martha's Vineyard Island until autumn. What do I plan for next winter? I want to make those wonderful articles in the Torch magazine more accessible to the

Internet. Pat Deans and his staff prepare the Torch magazine for printing in what is called a PDF format. The Torch magazine, in PDF, is then inserted in our web site where it can be downloaded. That makes a lot of sense, but unless you know a particular article in a specific issue, you will have a very hard time finding it to read. All those articles are essentially unavailable to search engines like GOOGLE and Internet research. I have been talking to Pat Deans and his staff to see if we can solve the problem. I think we can! My hope is that the people who find our Torch articles on the web in the future might be inspired to join a local Torch Club. I want to hear your ideas. Our web site should be a *Works in Process*, so email me at ESCCEC@AOL.COM.

— Charles E. Carlson



"Deans," from page 1

work is complete, the site will be more attractive and more useful. Charles will be at the convention in June to talk to us about it. In the meantime, you might drop by www.Torch.com and see for yourself. If you know someone with an interest in Torch, the web site is a good source of information for him or her.

As always, your faithful editor will be on hand at the convention, trying to keep mind open and mouth closed. I do appreciate your thoughts about improving the

magazine. I try to make notes so they will be remembered at home, but sometimes have hands full of food and beverages, so please give me a note to take with me. If it can be jammed in a pocket or brief case, it will sooner or later come to light again for consideration. I have learned that my memory is no longer very dependable, so let's work around it.

And one last subject for this club year. For some years, we have shown net losses in membership. We badly need a steady flow of new members to assure the continued

success of Torch. We must have the effort of every member in our efforts to gain members. It is also important, when we have visitors who are prospective members, that the meetings are pleasant and welcoming enough to make visitors *want* to come back. Try to see your meetings (including the site, the food, the papers) as a stranger to the club sees them. You may discover that environmental changes are needed to attract new members.

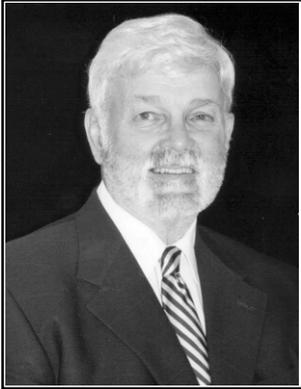
I hope to see record numbers of you in June.

— Pat Deans

	<p align="center">Coming Soon – Don't Miss It!! Torch Annual Convention Bethlehem, Pennsylvania June 22 through June 25, 2006</p>	
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Thoughts on Torch Membership by Allan Powell

Bringing A New Person To Torch: The Ultimate Joy



There is indeed room for debate about what feature of Torch provides the greatest gratification. Some would argue for good conversation, while others would opt for hearing a great Torch paper and a chance to participate in the give and take which follows.

A recurring joy which Joanie and I have experienced in the New Torch Clubs we have helped to organize is hard to top. It is a rare treat to watch and listen to a beautifully crafted Torch paper presented by one who was a total stranger only a year earlier.

A memorable instance of such excellence happened at the Frederick, Maryland chapter when Zakir Bengali delivered his first Torch address. Dr. Bengali, native of India, is an administrator at the National Institute of Health in Bethesda, Maryland. He liked the “Torch Idea” and often said that he “could hardly wait for the monthly Monday night Torch meeting.”

Eventually, Zakir presented his first paper and all present were aware of their good fortune. Not every writer who tackles the issue of free will versus determinism is in full command of the competing considerations required to clarify the topic. But no one was in doubt about Zakir’s ability to unravel the mystery.

Watching attentively and listening with complete focus, there was notable awe as Zakir led his audience through the conflicting tangle of facts which showed as much of a case for determinism as it did for free will. Heredity, environment and unique experience bulked huge against the equally powerful intuition that we are capable of offsetting these powerful determinants with a measure of self-determination.

Joanie and I feel enriched by knowing Zakir and so many other gifted people who make Torch so great. There are many more whose talents are waiting to be tapped. The future of Torch is dependent on our ability to reach out and bring those gifted people into our association.

— Allan Powell
Membership Chair

Call to Annual Business Meeting & Torch Convention

Lehigh Valley Torch Club, Pennsylvania • June 22–25, 2006

Historic Hotel Bethlehem • Bethlehem, PA

Theme: “Heritage and Challenge”

Convention Schedule

THURSDAY, JUNE 22, 2006

9:00–3:00 IATC Board Meeting
12:00–6:00 Registration
3:00 Officer’s Exchange
4:00 Business Session I
5:30–6:30 Welcoming Reception & cash bar
6:30–7:30 Welcoming Dinner & Paper #1
“The Pennsylvania Experiment:
William Penn’s Vision”

FRIDAY, JUNE 23, 2006

8:00–5:00 Registration
9:00–10:15 Business Session II
10:15–10:30 Refreshment Break
10:30–Noon Torch Paper #2: “The Effects of
Canals on the Lehigh Valley”
12:00 Box Lunches
TOURS: Canal Museum, Mule
Drawn Barge Ride
Dinner out and Theater:
Shakespeare or Musical

SATURDAY, JUNE 24, 2006

8:00–5:00 Registration
8:00–10:30 Bethlehem Walking Tour (self-guided)
8:30 Meet the Editor & Foundation Officers
9:15 Membership Development
9:15 Torch Foundation Board Meeting
10:15 Refreshment Break
10:30 Torch Paper #3: “Lehigh Valley Cultural
Heritage and Challenge”
TOURS: Allentown Art Museum, Liberty Bell
Shrine, DaVinci Discovery Center,
Lehigh Valley Heritage Center
6:00 Reception & Cash Bar
6:30–10:00 Annual Banquet & Paxton Award Lecture

SUNDAY, JUNE 25, 2006

7:30–8:30 Interdenominational Service (optional)
9:00–10:00 Paper #4: “Industrial Development–Old & New”
10:00–11:00 Business Session III & Closing of Convention

A REMINDER

A CHANGE IN THE PAXTON CONTEST RULES

This rule change, approved by the IATC Board, is aimed at reducing the length of annual banquet presentations and giving the audience an opportunity to respond to the speaker. ***Beginning with papers submitted for the 2007 award, those presented to the local clubs during calendar 2006 and after, papers submitted as Paxton contestants will be limited to 3,000 words.*** This will result in a 30-minute presentation time at the awards banquet and leave time and energy for a spirited discussion.

Many word processing programs will print a word count for you, but if yours doesn’t, a good approximation will be 10 to 12 double-spaced pages. Getting your paper reduced to this length will mean more editing, but you’ll find the process improves your paper.

While you’re considering a Paxton entry, take a look at the other rules and procedures too. There aren’t many and they aren’t complicated, yet about 50% of entries violate one or more of them. Our rules are designed to make it easier for our volunteer judges to fairly select a winner. So spend a minute reading them and help the process along.

2006 Paxton Lectureship Award

The Paxton Award, created in honor and memory of W. Norris Paxton, past president of the International Association of Torch Clubs and editor emeritus of *The Torch*, is given to the author of an outstanding paper presented by a Torch member at a Torch club meeting during the calendar year 2005. The winning author will receive an appropriate trophy, a \$250 honorarium, and paid registration to the 2006 AITC convention in Bethlehem, PA. The winner will be introduced at the convention banquet where he or she (or a designated representative) delivers the paper on June 24, 2006.

Eligibility: The author must be a member of a Torch club and the paper must have been delivered to a Torch club meeting or a regional Torch meeting between January 1, 2005 and December 31, 2005 (inclusive). Current officers and directors of IATC are ineligible for this award during their terms of office.

Procedure: Entries are to be typed (double or triple spaced, one side of paper only). Include a cover sheet with the authors' name, address, daytime telephone number, and the date and place of presentation of the paper. All other identification, including identifying references, should be removed prior to submission. Entries may be submitted at any time, but the deadline is March 1, 2006. Send to: Paxton Award, c/o Editor, International Association of Torch Clubs, 749 Boush Street, Norfolk, VA 23510-1517.

Judging: The reading and judging panel comprises five people: a member of the Board of Directors of the IATC, one of the last five winners of the Paxton Award, a member of the Editorial Advisory Committee, and two members selected by the IATC Board of Directors. Judging is based on the principles set forth in the IATC brochure, "The Torch Paper." The winner of the Paxton Award and other contestants will be notified approximately May 1, 2006.

Additional Information:

- There is no limit to the number of papers which may be submitted from any one Torch club for this award.
- A paper may be submitted by the author, by a Torch club colleague, or by a Torch Club officer. It is preferred that, however the paper is submitted, it receive the endorsement of the club as a Paxton Lectureship Award submission through its officers, secretary, or the executive or program committee.
- The winning paper is to be presented at the 2006 annual convention by the author or an author-designated representative from the author's Torch club.
- The Paxton Lectureship Award paper will be published in the Fall 2006 issue of *The Torch* magazine. Other entries will be forwarded to the Editorial Advisory Committee for possible publication in later issues of the magazine.

Torch Club of the Lehigh Valley

International Association of Torch Clubs, Inc. – Annual Convention

“Lehigh Valley – Heritage and Challenge”

Our goal is to Educate, Entertain and Enrich you.

Bethlehem, Pennsylvania • June 22–25, 2006

2006 REGISTRATION RATES (U.S. DOLLARS)

\$275 per person if paid before January 1, 2006

\$290 per person if paid by May 31, 2006

\$310 per person if paid after May 31, 2006

Make check payable to: Lehigh Valley Torch Club with notation: Convention 2006

Mail form and check to: John B. Cornish at 1424-C Catasauqua Rd, Bethlehem, PA 18017

REGISTRATION INFORMATION

_____ Persons @ \$_____ (USD) Total \$_____

Torch Club _____

Torch Member Name _____

Profession _____

Guest Name _____

Names for Badges _____

Address _____

City/State _____ Zip _____

Telephone () _____

Email Address _____

Special Needs _____

Comments _____

Hotel Reservations

HISTORIC HOTEL BETHLEHEM

437 Main Street

Bethlehem, PA 18018

Reservations should be made

directly with the Hotel

1-800-607-BETH

www.hotel.bethlehem.com

Room Rate \$119 + 9.5% tax Single or Double

Please mention IATC Torch Convention 2006

Block of rooms will be held until May 1, 2006

The International Association of Torch Clubs, Inc.
749 Boush Street
Norfolk, VA 23510-1517
www.torch.org

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Reflections

“Good judgement comes
from experience, and
experience – well, that
comes from poor
judgement.”

A.A. Milne,

as quoted in

The Chicago Tribune
