

*News from the Cuyahoga Valley Civil War Round Table**Author and Member Mary Zelinsky to Speak at 2014 CVCWRT Banquet***“The Case for Historical Fiction”****Mary Zelinsky (Ellis)**

What spurred your interest in the Civil War, Margaret Mitchell's *Gone With the Wind* or Bruce Catton's *Glory Road*? Fiction or non-fiction books?

At this year's annual banquet, one of our own will be making "*The Case for Historical Fiction*." Mary Zelinsky, our former Secretary and a published romance writer, will be speaking to us on September 10, 2014, at the G.A.R. Hall in Peninsula.

(See Page 4 for more details and the registration form)

Seventeen of the twenty books Mary has written have been published. Writing under her maiden name Mary Ellis, her last books take place during the Civil War. To date, her *Civil War Heroine Series* includes **The Quaker and the Rebel** (January 2014) and most recently **The Lady and the Officer** (August 1, 2014). Mary said the last in the series, **The Last Heiress**, will be

released in February of 2015.

Mary was born in Cleveland, Ohio, and graduated from Maple Heights High School. She would go on to earn a Bachelor's Degree in elementary education from Cleveland State University. After college, she taught school for ten years and worked as a substitute for two.

She began writing in 1997. The majority of her books, eleven of them, are romance novels set among the Amish.

Ironically, romance did not top her reading list prior to becoming an author. Mary said, "I read more historical fiction than strict romances. Romances are perennially top sellers, so it was easier to break into traditional publishing through that genre."

She has done very well in that genre. Mary said, "If by success we are

See Mary Ellis, Page 3

*Such a promising future...Such a horrible death...***The Short Life of George S. Benedict****By Paul Huff**

George Strong Benedict wanted to get back to his family in Cleveland. His friends and business associates had urged him to delay, but after a week in New York City he wanted to get home.

Leaving from the Hudson River Depot at 8:00 p.m. on February 6, 1871, he and his friend Albert Gilbert had barely made it to book passage on the Buffalo Sleeping car, a "palace car."

The **Sacramento Daily Union** would later report that his train, the *Pacific Express*, had acquired a national reputation for speed.

"...Its object was to convey passengers with the utmost speed over the first thousand miles of their journey from the metropolis of the East to the metropolis

of the West."

"For many months it bore the laurels for attaining the extraordinary achievement of conveying passengers from New York to Chicago in twenty-nine hours."

Among the other riders was inventor Rollin Germain. The **Daily** reported, "...[He] earned a certain celebrity during the war by his improvement to steam war vessels."

One can only imagine if Benedict, an Assistant Navy Paymaster during the war, and Germain, the Naval inventor, ever traded stories.

George was seated with friends Arthur Pease, Mrs. Pease, and Gilbert in the palace car when the train's engineer

**George Strong Benedict**

See Benedict, Page 6

Another Great Talk at the G.A.R. Hall

Anthony Gibbs Presents "Fighting for Freedom"



On July 24th, Anthony Gibbs presented yet another great talk at Peninsula's Grand Army of the Republic Hall.

In "Fighting for Freedom: The Story of the United States Colored Troops," Gibbs presented an overview of slavery issues prior to the war and the eventual participation of black soldiers in the Union. Around forty people attended the talk including several CVCWRT members.

Three talks are left in the Civil War Lecture Series at the G.A.R. Hall:

August 24, 2014

Medical Treatment of
Confederate POWs at the
Johnson Island Civil War Prison
Presented by Dr. David Bush

September 25, 2014

The Turning Point:
The Wilderness & Spotsylvania
Presented by John Fazio

October 23, 2014

Shades of Blue & Gray:
Ghosts of the Civil War
*Presented by the
Largely Literary Theater Company*



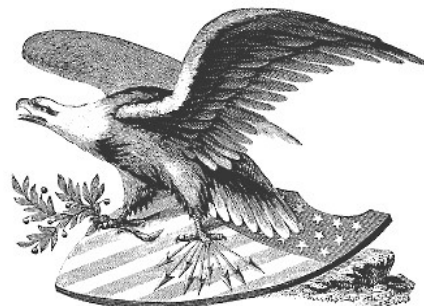
Canister

☞ July's meeting minutes, and any other officer reports, will be in the September *Buckeye Hardtack*.

☞ Have you visited any Civil War sites this summer? Did you take any digital photos? Send them to me with a caption and I'll run them in the September *Buckeye Hardtack*.

☞ We'll have a table, or two, at Woodridge Community Day. The event is on September 5, 2014, starting at 5:00 p.m. Let me know if you want to man the table.

The Cuyahoga Valley Civil War Round Table



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Janet Caudill

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Paul Huff

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Linda Tilgner

Refreshment Chairman:
Susanne Shoffner

Membership Chairman:
Janet Gremba

Buckeye Hardtack Editor:
Paul Huff

Mary Ellis, From Page 1

measuring copies sold, then it would be my first Amish novel, **A Widow's Hope**, which sold around 50,000 domestic print copies, plus additional electronic copies and foreign rights."

According to her Amazon.com site, "**Living in Harmony**, book one of her last series won the 2012 Lime Award for Excellence in Amish Fiction. Book two, **Love Comes to Paradise**, won the 2013 Lime Award. Her debut Christian book, **A Widow's Hope**, was a finalist for the 2010 American Christian Writers Fiction Carol Awards."

Mary is successful, but she has worked hard for it. "I write 8-9 hours a day, 5 days a week. I take 6-7 months to complete a book, but I don't have the luxury of writing only one at a time. While I'm writing one, I'm researching the next in line, through both travel and non-fictional texts."

"At the same time, I'm marketing and publicizing my last release, and outlining ideas to propose to my agent for a future book or series. An author must juggle plenty of balls in the air."

Research is a large part of her work. She said, "You're not allowed to 'rewrite' history when you insert fictional characters into historical events."

"I have traveled to research all my books: New Orleans for my romantic suspense, the Plain communities in four different states for my Amish ro-



Download a Mary Ellis Short Story For Free!

Mary's story, *Romance on the River*, can be downloaded for free from Amazon, CBD, and Barnes & Noble. It combines romance and the underground railroad!

mances, and of course throughout Virginia, Pennsylvania, and Maryland for my Civil War romances."

"In June I spent a week in Wilmington (my third trip to that city) for my 2015 novel involving blockade-running, the battle of Fort Fisher, and the waning weeks of the war from a Confederate perspective."

Mary added, "However, because my contract calls for two books per year (necessary to maintain a readership in fiction publishing) I cannot spend a limitless amount of time with research."

Background information on the Amish is often the most problematic. "When I crafted stories set among the Amish culture, simply getting them to answer questions was a challenge. Since the Amish pride themselves in remaining separate from society, I had to be inventive to get the answers I needed."

Mary's mother is responsible for her interest in the Civil War...and her eventual career. "My mother took me to *Gone With the Wind* as a child and I was

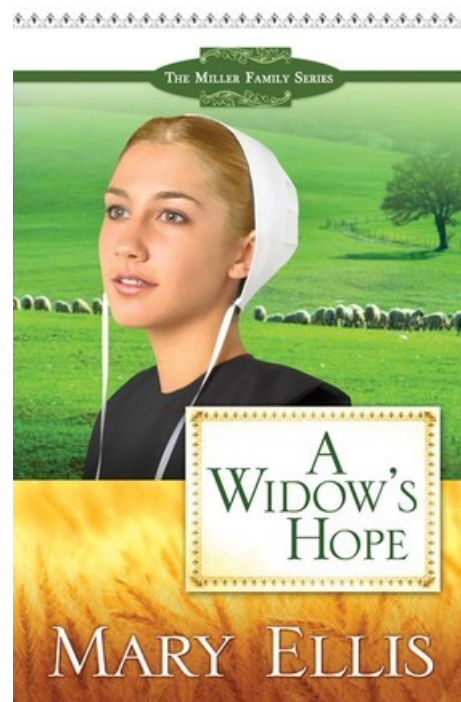
hooked! Then when she bought me Louisa May Alcott's *Little Women*, I knew I would eventually try my hand at writing. I just took a long time getting around to it!"

Asked about her current favorite Civil War books, she replied, "Ahh, so many favorites, but I'll narrow it down to a two-way tie between Charles Frazier's **Cold Mountain** and Michael Scharra's **Killer Angels**."

"I'm fascinated with *why* people behaved as they did during the war. The biographies of Generals Lee, Longstreet, Grant, and Jackson are filled with very different motivations for their actions."

Mary's been a member of the C.V.C.W.R.T. for 15 years. For several years she served as our Secretary. "I enjoyed serving as secretary. During my first meeting, I attempted to jot down every key point a speaker made. I soon abandoned that idea, and simply offered a summary in my own words at the end of the talk."

She's even gotten a few story ideas from round table speakers, "Many talks have helped me over the years, but two stand out: The excellent talk about the Underground Railroad given by Ken Blackerby, and the wonderful talk about women Civil War spies given by Dianne Kaufmann. Although I'd already outlined the books with those topics, many of my plot twists and story details came from the real life events."



**The Cuyahoga Valley Civil War Round Table Annual Banquet
September 10, 2014**

**☆ Presenting Mary Ellis ☆
Award Winning Author and Member On
“The Case For Historical Fiction”
*At Peninsula’s G.A.R. Hall***



**Chicken Marsala with Rice Pilaf
Meat Lasagna
Green and Wax Beans
Fresh Salad, Home Made Rolls
All Condiments and Dressings
Coffee or Tea
Dessert**



**There will be a cash bar.
Social Hour-6:00 P.M., Dinner-6:30 P.M.,
Program-7:30 P.M.**

Please Sign-up By September 5, 2014!

September 10, 2014 Banquet Registration

Total Number Attending.....Number_____

Total Number Times \$23.95.....Amount_____

Annual Dues 20.00 per Family.....Amount_____

Please Send Registration and/or Dues to: Total:_____

Treasurer Linda Tilgner
351 Nob Hill Drive
Akron, Ohio 44303



Tom Vince stands at the entrance of the McPherson Cemetery in Clyde, Ohio.



McPherson's statue was erected over his grave in 1881 .



Reenactors portrayed General McPherson and General Andrew Hickenlooper.

Clyde Remembers The Life and Death of General McPherson

Clyde, Ohio, celebrated the life and death of General James Birdseye McPherson with a variety of events on July 26, 2014.

According to an Ohio Historical Society Marker outside the McPherson Boyhood Home, "McPherson was born in Hammer's Corners (now Clyde). He left this house at age 13 to work in nearby Green Springs."

"He attended Norwalk Academy and West Point, where he graduated first in his class in 1853."

"Early in the Civil War, he was appointed by General Ulysses S. Grant to command the Army of the Tennessee. He received the rank of Major General with United States Volunteers in October 1862 and was promoted to Brigadier General in the Regular Army in August 1863."

"He was killed in action during the Battle of Atlanta, Georgia, on July 22, 1864...[He] was the youngest and highest ranking Union officer killed in the Civil War."

The day began at the Clyde History Museum, open from noon until 2:00 P.M. Among it's collections are a variety of Civil War items including McPherson's revolver.

His boyhood home, located directly across from the McPherson Cemetery on the McPherson Highway (US-20), was open from 3:00 to 5:00 P.M. Inside were other McPherson items including his hat cord and bridle.

The day culminated with Dr. Steven Woodward's talk on McPherson at the Clyde High School Auditorium. Woodward, author of **Nothing But Victory: The Army of the Tennessee, 1861-1864**, was actually born in Akron.

For those of you who want to watch the talk, C-Span was there filming but has yet to announce the date it will air.

Editor's Note: The McPherson Cemetery in Clyde has, along with the general's grave, that of George B. Meck, the first serviceman killed in the Spanish-American War. Medal of Honor winner Roger Young, whose World War II sacrifice was memorialized in song, is also buried there.

Benedict, From Page 1

saw the derailed oil-car turned over on the track ahead.

The express train known for its speed could not be stopped in time.

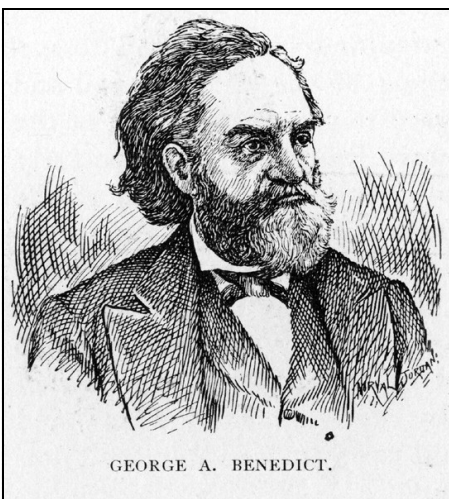
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Born on May 2nd, 1849, George Strong Benedict was the only son of Sarah Rathbone Benedict and George A. Benedict—the publisher of the **Cleveland Herald**.

His father, a transplant from New York, practiced law and had held a number of public offices in Cleveland. He bought interest in the **Herald** in 1853 and by 1857 was its editor.

According to the **Encyclopedia of Cleveland History**, “Benedict [Sr.] kept the **Herald** on a steady course of conservative Republicanism through the Civil War and Reconstruction years.”

As a youth, Benedict was educated in both public and “select” schools in Cleveland. He later attended Kenyon College in Gambier, Ohio, graduating in 1860. While there, he became a member

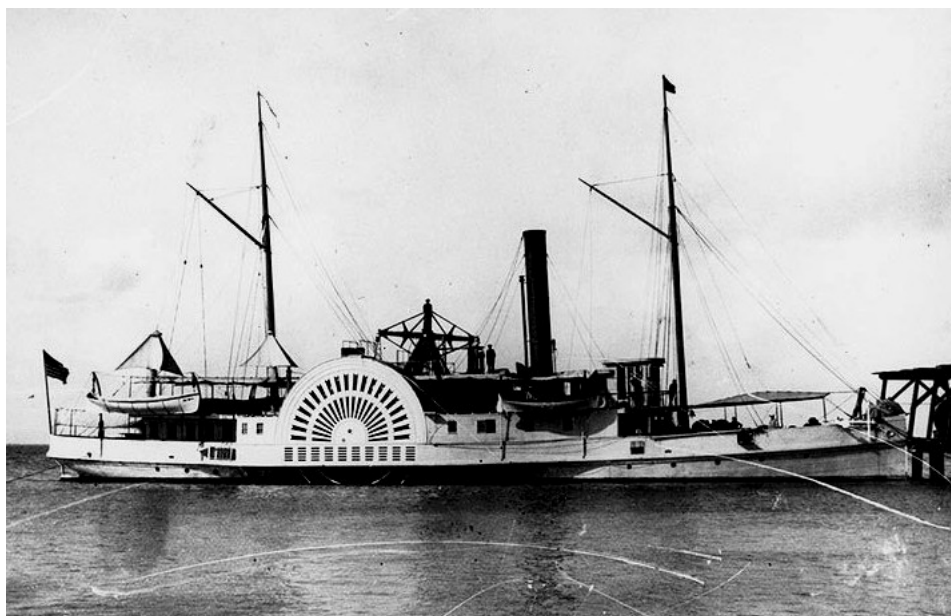


The above picture is from: <http://www.clevelandmemory.org/ebooks/kennedy/c11.html>

We touched on the Benedict family, perhaps unknowingly, at our June meeting. Michelle Day spoke of Sara Lucy Bagby Johnson, the last slave to be captured and sent South (from Cleveland) using the Fugitive Slave Act.

She was working for the Benedicts when she was captured!

The Benedict family got around. At one time they corresponded with Mark Twain (Samuel Clemens) about investing in the **Cleveland Herald**.



The USS Delaware was the first vessel George S. Benedict served on.
Photo Credit: Naval History and Heritage Command website.

of the Phi Beta Kappa fraternal society.

Although he was admitted to the Cleveland Bar in 1861, he chose instead to follow his father into the newspaper business. For a short time he would serve as a local editor of the **Herald**.

But in 1862, duty called and he became an Acting Assistant Paymaster in the United States Navy.

☞

The title of Paymaster was relatively new to the U.S. Navy. Formerly called a “purser,” this new position was created in 1860.

His duty included managing the sailors’ payroll, the purchase of supplies and equipment, and the sale of small items to the crew at while at sea. Of course this all involved an ocean of official bookkeeping, forms, and other paper work.

The Paymaster was not considered a “line officer” like the Captain or Lt. Commander. He was a considered a “staff officer” like the ship’s surgeon or engineer. And like the other staff officers, this position could be filled by land lubbers with the appropriate training and skill.

Paymasters were required to wear official Navy officer’s uniforms with the specific hat insignia and shoulder straps of their position.

They were also paid quite well. Naval pay varied for different ranks, time in the service, and whether you were on sea or land

A Lieutenant’s pay, when not com-

manding a vessel was \$1500 per year, and \$1700 after seven years. A Paymaster’s yearly salary started at \$1400 per year on land and grew to \$3100 after 20 years while serving at sea.

Like all men aboard a Navy ship, the Paymaster had a post and a job during battle.

When Flag Officer Franklin Buchanan ordered the ironclad **C.S.S. Virginia** to pour broadsides into the **U.S.S. Congress**, his brother, Paymaster McKean Buchanan, commanded a division on the berth deck of the Union vessel.

The following day, March 9, 1862, Paymaster William F. Keeler ran orders for Lieutenant James L. Worden, the commander of the **U.S.S. Monitor**.

So far, little related to Benedict’s naval career has surfaced, no articles or letters home. They could exist, I just have not found them.

We know from Admiral David Dixon Porter’s book, **The Naval History of the Civil War**, that he was on-board the **USS Delaware** in January 1863, the **USS Unadilla** in January 1864 and the **USS Lackawanna** in January 1865.

(Porter listed the ships and officers by squadron for each war year.)

A side-wheel steamer bought and converted into a gunboat in 1861, the 131-foot-long **Delaware** mounted four smoothbores and one rifled 12-inch gun.

As part of the North Atlantic Squadron in 1863, the steamer patrolled

Benedict, From Page 6

the James and York Rivers and the Chesapeake Bay until early April. Then it moved to the North Carolina Coast.

Benedict's second gunboat, the 158-foot-long **USS Unadilla**, was one of twenty "90-day" gunboats hurriedly constructed at the war's beginning. Propeller driven, she had relatively light armament: one 11-inch smoothbore, two 24-pounder smoothbores and two 20-pounder Parrott rifles.

As part of the South Atlantic Squadron, the **Unadilla** carried out reconnaissance and convoy duties on the St. Johns River in Florida in 1864. She also spent a lot of time getting repairs. Quickly built with unseasoned wood, she was worked hard and was quickly falling apart.

The 237-foot-long **USS Lackawanna** was the largest ship Benedict served on during the war. Commissioned in 1862, it was described as a "screw sloop-of-war."

Its firepower included 12 guns of varying type, including one 150-pounder Parrott Rifle, one 50-pounder Dahlgren, two 9-inch and two 11-inch smoothbore Dahlgren cannons.

The additional size of the **Lackawanna** brought added work to Benedict. The complement of his first ship ran between 57 and 65. His last ship's crew numbered 205.

Although Porter has Benedict serving on the **Lackawanna** in 1865, another Naval registry has him boarding her on August 8, 1864. Now in the West Gulf Squadron, he missed the Battle of Mobile Bay by three days. One day after his arrival, his *sloop-of-war* began a fifteen day bombardment of the Confederates in Fort Morgan.

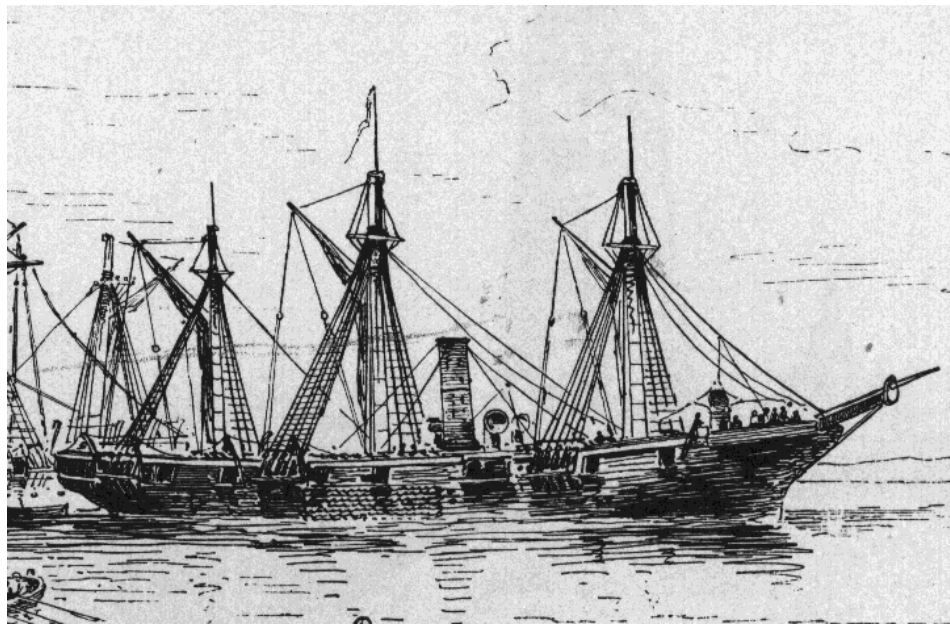
The rest of Benedict's experience was most likely monotonous as his ship finished the war doing blockade duty outside of Mobile Bay.

When the war ended in 1865, he left the Navy with the rank of *Assistant Paymaster* (no longer "Acting").



Benedict returned home to his family and the **Cleveland Herald**. He would take control of the business side of the paper.

He married Clara Woolson on January 31, 1867. Their union produced one daughter, Clare, born in Cleveland in 1870.



The USS Lackawanna stripped down for battle. She was famous for ramming the CSS Tennessee during the Battle of Mobile Bay. She also rammed Admiral Faragut's ship, the USS Hartford, while trying to ram the ironclad again.

Photo Credit: Battles and Leaders of the Civil War

Benedict left Cleveland for business in New York one day before his fourth wedding anniversary—Monday, January 30, 1871.



Like all disasters, from the Titanic to the explosion of the Challenger, the accident that killed Benedict and twenty-one others was the intersection of human

errors and natural laws, which leave family members and historians muttering "only if."

Local Dutchess County, New York, historian, John Perillo, wrote of the wreck in the **Southern Dutchess News**. This disaster began with extremely cold weather. The subzero temperatures could render the iron used in a rail car's axles brittle enough to snap.

A 25-car freight train, pulling extremely heavy oil tankers, chugged south toward Benedict's train, the "Second Pacific Express."

Perillo writes the freight train's engineer followed common safety precautions, but ignored a new rule, "stringing a bell rope through the cars to signal the engineer in an emergency."

Had the alarm bell been there, even though its *middle brakeman* was in the caboose because of the cold, they could have signaled the engineer when the axle broke.

When they realized what had happened, they tried using lanterns to warn the front brakeman, but he too was not where he was supposed to be. He was shoveling coal into the engine's firebox to stay warm.

As the freight train sped past the New Hamburg station, its switchman noticed the bottom of an oil car sparking. With no brakeman in the middle of the train he signaled to the caboose.



**George S. Benedict's
Woodland Cemetery Grave**

Photo Courtesy of Michelle A. Day

Perillo wrote that the wheels finally parted just South of the station. The conductor and brakemen in the caboose now frantically tried to apply the brakes as the oil car began bouncing in the middle of the train.

It was too late. Hitting a bridge piling, the oil car popped up, broke from its forward coupling and landed sideways on the opposite track. It was angled just north of the Wappinger Creek drawbridge.

Men now tried to signal the oncoming express train. Blinded by the freight train's engine light, the engineer and fireman couldn't quite make out the red lanterns ahead.

Just to be cautious, the engineer signaled three toots for the brakes. Brakeman and conductors alike got to work. The inadequate brakes only slowed the train. The express train was running seventeen minutes late, but was just in time for disaster.

The engine slammed into the tanker. It exploded with a blast heard for miles and ignited the other oil cars. According to Perillo, the baggage and express car were derailed and destroyed in the inferno. Benedict's palace car lay sideways, burning on the bridge.

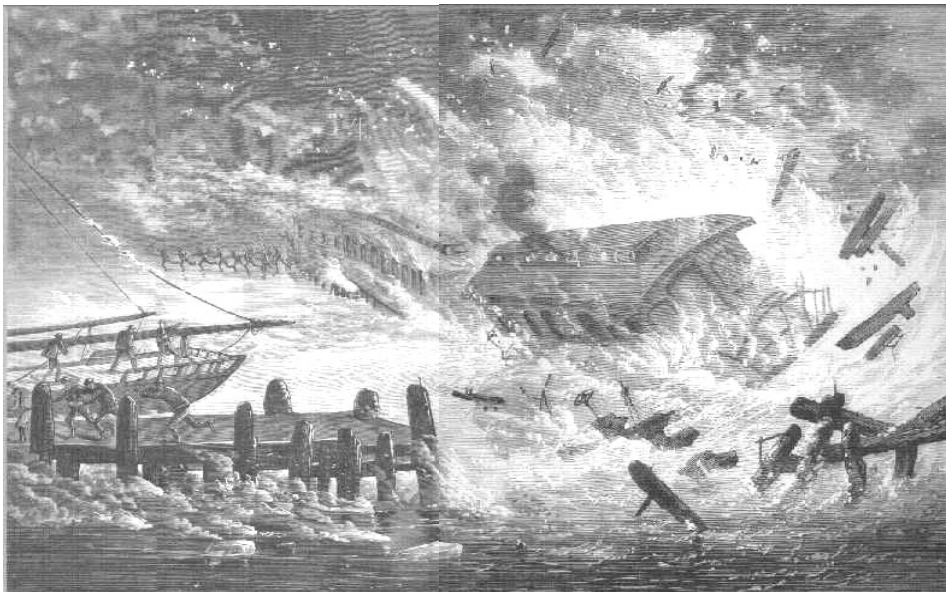
The Pacific Express's crew and passengers managed to uncouple the adjoining cars and push the rest of the train's occupants to safety before the burning bridge collapsed. The forward section of the train splashed into the freezing water below.

News of the disaster reached as far as California. In San Francisco, the **Daily Alta California's** front page told of the "The Hamburg Railroad Horror." A week later the **Sacramento Daily Union's** front page reported "The Railroad Slaughter on the Hudson River Railroad."

The **Daily Union** not only covered the accident, but also, in lurid detail, the retrieval of the bodies. Of the first body pulled from the wreckage it said, "It was that of a young man, in the prime of life, dressed in dark clothes, which were nearly burnt off the body."

"His face and body were charred black, and his mangled limbs were broken and twisted in a fearful way."

The paper was more delicate when it came to the identification of Benedict's body. "Letters in his pocket book established his identity, and showed that he had been on a visit to New York for



Above is a woodcut of the disaster believed to have run in Frank Leslie's Illustrated Newspaper sometime in February 1871.

Courtesy of Charles Hill

some days...The name of Benedict marked on his shirt completed the identification."

Benedict's memorial booklet would assure family and friends that his body was found, "showing scarcely a trace of fire, merely a slight reddening of exposed portions of the body, as if by a sudden breath of flame."

"His features were as calm and peaceful as in sleep, indicating that death was sudden and painless."

Hearing news of the disaster, his friends Howard M. Hanna and Henry C. Winslow left New York and rushed to the accident scene. After identifying him, they claimed the body and met a delegation from Cleveland in Buffalo. The body was then brought home to Cleveland.

(Hanna, the brother of Cleveland political czar Marcus A. Hanna, had also served as a Navy Paymaster during the Civil War.)



Despite his early death, you could say Benedict left a literary mark of sorts.

His sister-in-law, Constance Fenimore Woolson, had moved to Cleveland with her family from Claremont, New Hampshire.

A grandniece of American author James Fenimore Cooper, she too had the writer's gene.

She made numerous contributions to Episcopal periodicals in her youth. When her father died in 1869, the family broke up. Writing had to become more

than a hobby.

According to **Appletons' Annual Cyclopaedia and Register of Important Events:**

"Through her brother-in-law, George S. Benedict, son of the editor of the Cleveland Herald, she was introduced to several New York publishers."

Soon she was being published in **Harper's Monthly** and **Appletons' Journal**. Eventually she became a very successful author, writing six novels, numerous poems and stories. Her work has been reprinted and is studied in high school and college today.

Benedict's only child Clare, born in 1870, would only know her father through pictures and family stories.

Often traveling with her mother and Aunt Constance, she would eventually follow in her aunt's footsteps.

Starting in 1909, she authored and edited eight books. Never a starving artist, she spent most of her life in Europe, her lifestyle fueled by family investments in iron and oranges.



George Strong Benedict lies alone in Woodland Cemetery. His father, who never recovered from his son's death, died in 1876. His mother lived an affluent life until her death in 1902. Both were buried in the newer, perhaps more fashionable, Lakeview Cemetery.

His wife, his sister-in-law, and daughter are buried in the Cimitero Acattolico in Rome, a cemetery for non-Catholics like poet John Keats.



The Sarah Rathbone Benedict Mansion

Sarah Rathbone Benedict's mansion now houses the Cleveland Restoration Society.

George S. Benedict and his father never set foot in it.

According to the Ohio Historical Society Marker outside:

"The Sarah Benedict House is a rare survivor of the once fashionable Upper Prospect neighborhood that included "Millionaires Row" on adjacent Euclid Avenue...[She] had this **Queen Anne-inspired house built in 1883,**

when she was 68 and lived here until her death in 1902."

"She was active in the social, religious and charitable life of Cleveland."

The mansion was given to the Restoration Society in 1997.

Felicia Hall, its Director of Administration, has been doing extensive research on the family and descendents. She is currently working on a "Benedict Family Reunion."

We'll keep you posted.



George S. Benedict Story Acknowledgements

I would not have even known about George S. Benedict if Michelle Day had not mentioned him at our June meeting. She later sent me both a photo of his grave and my first newspaper story of his tragic death.

Benedict's Memorial Booklet is in the archives of the Cleveland Public Library. I would like to thank the staff for allowing me to photograph (not copy) his picture and certain pages (without flash) to complete the gaps in his story. They are true stewards of the city's history!

If you want to read a definitive story on the 1871 Hudson River Disaster, I recommend "Two New Hamburg disasters of 19th century recounted" by John Perillo. This story was first printed in the **Southern Dutchess News** on January 3, 1990. It has been posted on the New Hamburg History Group site at http://www.newhamburg.net/history/two_disasters.htm.

I would like to thank Charles Hill for the woodcut of the disaster. Hill maintains the **New Hamburg on the Hudson** web-site.

I would like to thank Darla Moore, archivist at Rollins College, for help in finding Benedict's Memorial Booklet.



Tom Vince to Speak on Morgan's Raid in Wooster

Ed. Note: I received the following press release from Gerald Payn. For those of you who have not heard Tom's talk on Morgan's Raid, it would be worth the trip.

Tuesday, September 16, at 6:30 p.m. will be another quality program commemorating the 150th Anniversary of the Civil War.

There is no charge and it is open to the public. The Wayne County Civil War Roundtable, in collaboration with the Wayne Co. Libraries, will host the program in the Wooster Library Conference Room.

Our well known speaker is Tom Vince whose program is on Morgan's Raid in Ohio.

He started working on Morgan's Raid in the early 1980's when he spent part of two summers driving the route from entry point over in Indiana near Harrison, OH and taking it to the surrender point at the hamlet of West Point in Columbiana County.

Morgan's Raid in July of 1863 was the only "clash" between the North and the South in the State of Ohio during the Civil War.

During the 150th anniversary of the raid in 2013, markers all along Morgan's route through Ohio were installed.

For more information, phone Gerald Payn, Wayne County CWRT Coordinator at 330-345-5547.

Ohio Senator Rob Portman Co-Sponsors Headstone Bill

Washington, D.C. – Today, U.S. Senators Rob Portman (R-Ohio) and Jon Tester (D-Mont.) introduced bipartisan legislation, The Honor Those Who Served Act of 2014, expanding the definition of persons eligible to request headstones or markers furnished by the Department of Veterans Affairs (VA) for unmarked graves for our nation's veterans.

"America's veterans have made uncountable sacrifices on behalf of all of us," said Portman. "This bipartisan legislation is a commonsense way to honor the men and women who have worn the uniform throughout our nation's history with the official recognition they have earned and deserve."

"The tremendous sacrifices of America's veterans should be honored in life and death," said Tester, a member of the Senate Veterans' Affairs Committee. "This change makes sure more veterans get the ever-lasting respect they earned, and I appreciate working with Senator Portman and veterans' organizations on this issue."

"Fixing this headstones policy is very important to veterans groups, history organizations, county veterans organizations, genealogists, funeral professionals, high school teachers and others in Ohio and elsewhere," said Todd Kleismit, director of community and government relations at the Ohio History Connection. "Prior to the VA's policy change, organizations like ours had been working diligently to research and recognize military veterans buried in unmarked graves. We hope that this legislation can help us get back to that important work that has been postponed now for the past couple of years."

Prior to May 2012, veterans' organizations, history-related organizations, and those in the funerary profession who conducted extensive research on Americans who fought and died for our country were able to request headstones for unmarked graves that they determined to be of veterans.

In May 2012, however, the VA began enforcing its "next of kin" policy which prohibits these groups and individuals from requesting headstones or markers for unmarked graves. In April 2013, the VA announced it would modify its policy, but has yet to establish a permanent solution.

Portman and Tester's legislation broadens the definition of persons eligible to request headstones or markers to include State veterans service agencies, military

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researchers, local historians, or genealogists or other individuals familiar with the research sources and methods necessary to prove the identity of the decedent if no next-of-kin or designated representative of the decedent can be identified. If a deceased veteran served on active duty in the Armed Forces at least 75 years before the date on which the head stone or marker is requested, any individual can request a headstone.

U.S. Representative Steve Stivers (R-OH-15), along with Reps. Tiberi (R-OH-12) and Beatty (D-OH-3) introduced, H.R. 2018, the Honor Those Who Serve Act of 2013, in the House of Representatives.



A McPherson Cemetery Grave

William Stark, a former CVCWRT speaker and Graves Registration Officer of the James A. Garfield Camp SUVWCW, sent me the information to the left.

You may remember that we ran his article on the subject of Veterans Administration headstone policy in the June **Buckeye Hardtack**.

Current V.A. policy renders the replacement of Civil Wars Veterans' headstones by groups such as ours or the SUVWCW virtually impossible.

While the headline mentions Portman, we also congratulate Ohio Congressmen Steve Stivers, Pat Tiberi and Joyce Beatty for their support in the U.S. House of Representatives.

Summit County sits in the Ohio's 13th District and is represented by Congressman Tim Ryan. We should do what we can to urge his support of this bill.

Ryan has four offices, including one in Akron, Ohio, which is reachable by calling 330-630-7311. He can also be reached by e-mailing him from his official web-site (<http://timryanforms.house.gov/contact/>).

If you haven't signed the petition drive championed by the Civil War Trust, please do by going to **Mark Their Grave** (<http://www.marktheirgraves.org/>) on the internet. Sign the petition to change the law.

OUR HEROES DESERVE A SYMBOL TO HONOR THEIR DEAD

at Woodland Cemetery



Firemen Statue Pad



"Sparky" is looking for his firemen

(We believe) Once upon a time there was a life-size firemen's sculpture on the firemen's lot located at Woodland Cemetery but no photos can be located. We would love to honor the firemen who have protected us. In 1853, the City of Cleveland donated three lots of Section 14 to the Firemen's Relief Association. There are a great number of firemen buried in Woodland including at least 11 known firemen who died in the line of duty of which four do not have headstones. To honor all firemen buried in Woodland Cemetery please help the Woodland Cemetery Foundation replace the missing sculpture and honor those in unmarked graves to raise money for headstones and setting fees.

Would you please help contribute to honor our heroes?

If you are interested in volunteering to design the statue please contact us.

Firemen at Woodland Cemetery

Name: _____

Address: _____ State: _____ Zip: _____

Email: _____

I would like to contribute: Firemen Sculpture: \$ _____ Firemen Headstones: \$ _____

WCF Donation \$ _____ Total \$ _____

Send your tax deductible donation to:

Woodland Cemetery Foundation

PO Box 1966, Cleveland, OH 44106

216.319.2091

www.wcfcle.org

Email: wcfcle@wcfcle.org



PayPal

1812 REMEMBRANCE



A Tribute to those who served in the War of 1812

We wish to raise at least \$1,500.00 for the cost of creating and installing a memorial dedicated to the twenty-six soldiers buried in Woodland Cemetery who served in the War of 1812, to be erected **before Memorial Day 2015**

**Granite Marker donated by
NorthCoast Memorials**

*Thank you
for your contribution*

*Your donation
is tax deductible*



Contact

Michelle Day 216-319-2091
for more information.

Web site: www.wufdc.org Email: wufdc@wufdc.org

Please consider a donation.
No amount is too large or too small.



Carefully cut along dashed line and return bottom portion with your donation

Here is my donation for creating and installing a memorial dedicated to the soldiers buried in Woodland Cemetery who served in the War of 1812

Name of contributor(s) _____

Address _____

Phone/E-mail _____

Amount contributed _____

Make checks payable to: Woodland Cemetery Foundation
Send to: PO Box 1966, Cleveland, Ohio 44106

PayPal

