

Summary of Service and Travel of the 19th Regiment Maine Infantry

(This summary may be used in conjunction with the Google map at

<http://maps.google.com/maps/ms?hl=en&ie=UTF8&msa=0&msid=113255658902881113903.00047e66f2d5f63c2c5ec&z=7>

02 JUL 1862

- Congressional call for 300,000 men for 3 years' service. It was under this call that the 19th ME Infantry was formed.

08 JUL 1862

- The Maine Adjutant General issued General Order #18 for the 19th ME Infantry to form at Bath.

24 JUL 1862

- James Powers (and presumably other Litchfield men) joined for duty at Litchfield, ME for 3 years and received a \$25 bounty.

Early AUG 1862

- Young men made their way to Bath to enlist and began drilling

25 AUG 1862 (MON)

- The Regiment was mustered into the United States service by Captain C. J. Bailey, 17th U. S. Infantry, for a term of three years.
- Several Litchfield men were among those enlisting, including **James W. Powers**, Cheryl's great-Grandfather.
- The initial unit consisted of 39 Officers and 961 Enlisted men.

27 AUG 1862 (WED):

- Early morning – marched to railroad station and boarded the train for Boston.
- 2 PM – arrived in Boston (North Station?), marched across town to the Providence Station and boarded another train for Stonington Neck, CT

28 AUG 1862 (THURS)

- Sometime in the early morning arrived at Stonington Neck and boarded the steamer "Commonwealth" for Jersey City
- 9 AM – arrived at New York harbor
- Landed on the New Jersey shore and boarded a train (probably the Camden and Amboy RR)
- 10-11 PM - arrived in Philadelphia and "took supper that night at the "Cooper Shop" refreshment saloon. It was a place of bountiful refreshment, maintained throughout the war by the patriotic people of that city. (Attachments 1 and 2 – Refreshment Saloons)

29 AUG 1862 (FRI)

- Sometime in the early morning boarded another train (probably the Philadelphia, Wilmington and Baltimore RR)

- 10 AM - arrived in Baltimore, marched across town, boarded another train (probably the B&O) for Washington
- Evening arrived at Washington and “went into a camp called “Soldier’s Rest”

30 AUG 1862 (SAT)

- Early morning - marched out of Washington to Arlington Heights, VA where they encountered Pope’s army retreating in defeat from the 2nd Battle of Bull Run (Manassas)
- Evening - marched back to Washington and arrived at Camp Baker about dark

30 AUG – 30 SEP 1862

- Company F was first stationed at Fort Greble (across from Alexandria) and then at Fort Mahan (on the eastern branch of the Potomac). (Attachment 3 – Washington Civil War Forts)

30 SEP 1862 (TUES)

- Early morning – departed Washington by rail for Frederick, MD

01 OCT 1862 (WED)

- Arrived in Frederick, MD, having traveled primarily by rail and went into bivouack

03 OCT 1862 (FRI)

- Evening – departed by rail for Harpers Ferry – arrived at midnight, crossed a pontoon bridge into Harpers Ferry (the RR bridge had been destroyed), marched through town and bivouacked about a mile past the village

04 OCT 1862 (SAT)

- Early dawn – left camp and marched about 1 hour to Bolivar Heights where they remained for 2 days

06 OCT 1862 (MON)

- Moved to the foot of Bolivar Heights

In a letter dated 28 OCT 1862 CAPT Nash records that several deaths had occurred from disease since leaving Maine, including two men from Co. F who died while at Bolivar – Pvt Loring Donnell of Monmouth (23) and Pvt Charles H. Adams of Litchfield (18). These are the first deaths recorded in John Day Smith’s History of the 19th ME

NOTE: James Powers was sick and in the hospital at Bolivar, VA in OCT and was left behind when the rest of the unit departed. Records show him sick and absent for SEP, OCT, NOV and DEC 1862. He didn’t rejoin the 19th until sometime in JAN 1863 – after the battle of Fredericksburg.

30 OCT 1862

- The Second Corps (including the 19th ME) Departed Bolivar Heights for Warrenton, proceeding up the Loudon valley, marched about 10 miles and camped near Hillsborough where they remained through the 31st.

01 NOV 1862

- Noon – marched about 5 miles and formed in line while the cavalry cleared the road ahead, then marched a few more miles and went into camp.

02 NOV 1862

- Marched to Bloomfield, VA

03 NOV 1862

- Reached Upperville, VA

05 NOV 1862 (TUES)

- Afternoon - reached Paris, VA and the vicinity of Ashby's Gap

07 NOV 1862 (THURS)

- Passed the day in the woods some 4 miles from Ashby's Gap
- GEN McClellan relieved of command of the Army of the Potomac

08 – 09 NOV 1862

- Continued the march through Rectortown and Salem, arriving at Warrenton on Sunday, 09 NOV. Remained at Warrenton for several nights.

10 NOV 1862 (MON)

- Warrenton, VA: Lined up along the Centerville Pike as GEN McClellan and his staff rode past

15 NOV 1862 (SAT)

- Morning - the Second Corps, including the 19th ME, departed Warrenton Junction for Falmouth (near Fredericksburg)

17 NOV 1862 (MON)

- Afternoon – arrived in the vicinity of Falmouth, VA. The expected pontoon bridges were not there so they went into a cold, wet, smoky camp

22 NOV – 05 DEC 1862

- Marched 8 miles to Bell Plain Landing and started building a corduroy road to Falmouth. Returned to Falmouth on 05 DEC.

27 NOV 1862 (THURS – Thanksgiving Day)

- In camp at Falmouth - "...a cheerless day. The boy's dinner generally consisted of hard bread and salt pork."

07 DEC 1862

- In camp at Falmouth - "It was bitterly cold on December 7th. The ground was covered with snow and ice and there was much suffering among the men"

11 -15 DEC 1862 – Battle of Fredericksburg

- Two companies of the 19th (B and D) remained on the north side of the Rappahannock, while the rest of the unit crossed the river about 4:00 P.M. on the 11th. They took up a position at the extreme right of the Union line. Although Union losses at Fredericksburg were frightful, only 4 men from the 19th ME were wounded.

15 DEC 1862

- Night - the Union army, including the 19th ME, fell back across the Rappahannock.

16 DEC 1862 – 01 MAY 1863

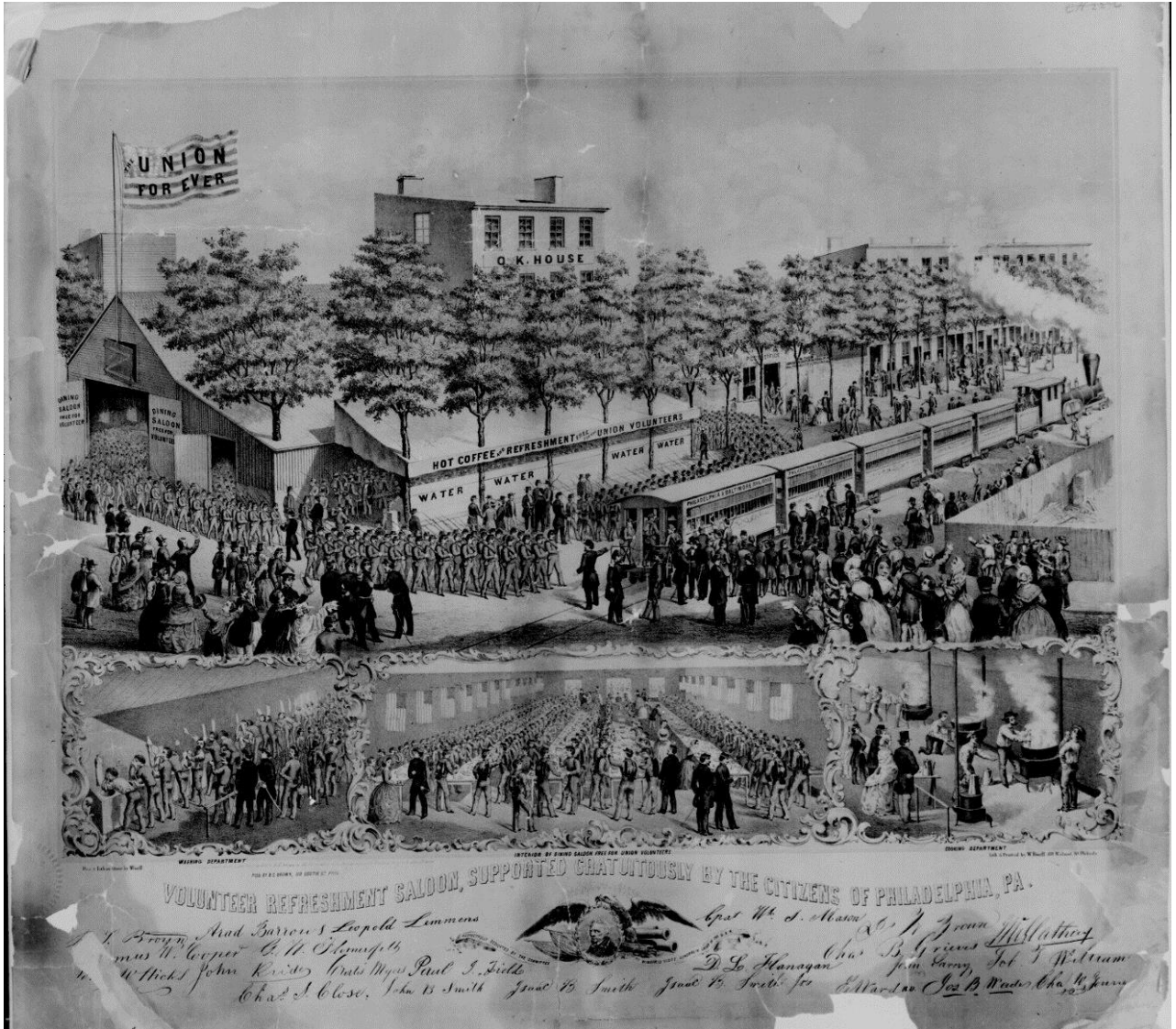
- The 19th ME "went into winter quarters upon a hill to the right of Falmouth, where it remained until the end of April."

While in winter camp at Falmouth the Union army was ravaged by disease. LT George Palmer wrote that *"During the winter, the Regiment [19th ME] lost about one hundred men by sickness, and the burial of the comrades was a pathetic sight. Someone from an adjacent regiment said that 'the Nineteenth Maine men are building a railroad to the grave yard'. One by one, one by one, these men were borne along that track. The expiring comrade 'wrapt the drapery of his couch about him,' and that drapery was the army blanket. In this he was buried, and his only headstone was a piece of hard bread box. Later some boxes were provided in which the dead were buried. The signal of the burial was given by the muffled drum, the powerful pathos of which went through all the camp."*

Leave and furloughs were granted to the 19th during winter camp. LT Palmer's letter, on pages 33-36 of John Day Smith's History of the 19th gives a very good description of the deplorable conditions in winter camp. The 19th ME did not participate in the "Mud March" of JAN 1863.

NOTE: James Power rejoined the 19th at some point during winter camp and was reported "Present" for the JAN muster.

Attachment 1 – Typical Philadelphia “Refreshment Saloon”



Attachment 2: Refreshment Saloons in Philadelphia During the Civil War

(The 19th ME Infantry stopped at the Cooper Shop on the evening of 28 AUG 1862 en route Washington)

During the Civil War large numbers of soldiers passed through Philadelphia on their way south. Troops from the northeast were ferried across the Delaware River to the foot of Washington Avenue, whence they marched to the depot of the Philadelphia, Wilmington & Baltimore Railroad. There they boarded trains that took them across Gray's Ferry and south towards the war. A local grocer, Barzilai S. Brown, conceived the notion of an organized volunteer group to provide encouragement and sustenance for the soldiers on their brief transit through Philadelphia. His idea led to the opening of the Union Volunteer Refreshment Saloon, and this was soon followed by a number of other "refreshment saloons." In these saloons the troops were furnished with washing facilities, food, and the opportunity of writing letters home, which were then stamped for free. The Union Volunteers Refreshment Saloon was followed shortly by the **Cooper Shop** Volunteer Refreshment Saloon.

SANITARY COMMISSION (CORPS)

At the outbreak of the war it was foreseen that an organization was needed to relieve the suffering of soldiers in the field; a predecessor to the Red Cross and the Salvation Army. The Corps was commissioned by the Secy. of War in June 1861. Humane practices of the Corp included relief supplies, staffing hospital ships and railroad cars, food, medicine and clothing to patients and prisoners.

The Corps also inspected camps and hospitals to reduce spread of disease. The Corp was organized in New York and then immediately in Philadelphia. Frederick Law Olmstead (designer of Central Park and a draft of Fairmont Park) was the Executive Director of the Corps for most of the War.

To obtain necessary funds, Sanitary Fairs were held in major Northern cities including Philadelphia. Since this was an Election Year, President and Mrs. Lincoln attended the Fair in June 1864. Pres. Lincoln said on June 16, 1864 "that at best WAR IS TERRIBLE and this War of ours in its magnitude and duration is one of the most terrible...it has destroyed property, lives and homes. We accept this War for a worthy object and will end when this OBJECT is obtained."

The Fair, of just three weeks' duration, was organized by local women and gave them the opportunity to make decisions about charities to support, to work in the public sector, knit communities together and develop an important undertaking. The Fair netted almost \$1,046,000 and was located in Logan Square with horticultural exhibits, art galleries, modern machinery, restaurants, a brewery, books, etc.

The Sanitary Corps distributed \$15 million in supplies and \$5 million in money during the War. Philadelphia had two hostels (Union Volunteer and Cooper Shop) run by women near the rail lines and ferries to the South at Washington St. It is estimated that the Cooper Shop and Union Refreshment Volunteers provided more than 400,000 to 900,000 meals respectively during the War.

Attachment 3: Washington Civil War Forts

