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# Battle of New Bern

MARCH 14, 1862

AND  
Confederate Centennial



New Bern - Craven County

1862

1962

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**CONFEDERATE CENTENNIAL  
NEW BERN-CRAVEN COUNTY  
MARCH 14, 1962**

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**TO OUR FRIENDS AND SUPPORTERS**

I take this opportunity to thank each and everyone for the cooperation that has been given in making this celebration successful. The wonderful support given by the merchants, businessmen, professional people, and everyone who has been contacted is an example of "New Bern on the move".

Enthusiasm has been shown by almost everyone, and it has been a pleasure for me to work with committee members and the citizens in planning and carrying out this celebration. I feel that much good has been accomplished, particularly the distribution of information about the little publicized segment of our history which involves the Battle of New Bern, March 14, 1862. Ideas pertaining to this period varied both as a conversation topic and in articles that were written during this conflict. I believe that although conditions prevailed at the time which were not altogether desirable, there has emerged a stronger unity and friendship among our people than had existed before.

It has been one hundred years today since this unforgettable incident took place. With each passing year we become stronger from a social and economic standpoint, and more devoted to our Democratic Way of Life. I feel that by taking advantage of opportunities which we have in the area surrounding New Bern and Craven County, by restoring the forts and trenches, rifle pits, or other historic sites, we have an attraction both for the people of our state and other states which would be second to none. After having made contact with many people, both the committee members and I have a strong feeling that the restoration of these old sites will be pursued in the near future. The historic homes, the buildings, the old forts and the friendliness which we have in abundance are among the most important assets we offer to a visiting public.

Thank you again,

CEDRIC BOYD, General Chairman  
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*The material which follows is designed to present a picture of conditions which prevailed in the New Bern area during the last part of 1861 and early 1862. This segment of history was the time immediately before the Battle of New Bern.*

## BACKGROUND EVENTS IMPORTANT TO UNDERSTANDING THE BATTLE OF NEW BERN

When the War between the states began a number of events were happening in our country. The Nation was in its period of vigorous youth. Railroads provided the quickest method of overland travel. The rail network was rather well developed. Automobiles were at the thinking stage. Some were in use in Europe on an experimental basis. None were being put to any practical use in this country. Horses, mules and man-muscle power constituted lesser but important sources of energy. People walked when a mule, horse or stage could not take them to their destination. Photography was young in its practical application. The war was the first to be well covered by photographic pictures as a supplement to many accurate and interesting sketches made by artists of that period. Telegraphy was a speedy means of communication and was much used. Steamships were in general use. "Sidewinder", paddle wheels and a combination of these with sails characterized many naval scenes. Sailing ships were still in general usage. Muskets were the guns most spoken about but newer type rifles were not uncommon. The six-shooter had appeared on the American scene. The percussion lock rifle and the double barrel sporting guns were both in use at the beginning of hostilities in 1861. Such was the setting where our ancestors engaged in the fight here at New Bern.

Yes, we lost the Battle of New Bern and eventually the South lost the cause. In historic retrospect, it probably came out the

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way it should have. The people of the South suffered in a way that we would not allow a defeated people to suffer today. Traces of the bitterness concentrated in our Southern people still prevail. Loss of the economic war following the Great Conflict had much to do with the way our grandparents felt.

With about a 3 to 1 advantage in troops, together with a well-coordinated river-land assault, less than 4,000 recruits in arms commanded by General Branch stood precariously against long-range naval guns which supported fourteen to twenty two thousand troops at General Burnside's disposal. (The several reports of Burnside's land and naval strength in the coastal area vary up to 22,000.)

Examination of the official records and reports by Union officers indicate the importance they attached to this battle. A few authors have pointed to the geographic importance of this area in the Union strategy.

During the early eighteen sixties, New Bern was an active, thriving, growing riverport. Its population was about 5,500, its chief exports were: cotton, lumber, tar, pitch, "rosin". It was considered by Union Forces the second city of importance in the State, topped only by Wilmington. Its population was a few hundred more than the capital at Raleigh. One of the five rail-

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roads, running inland from the blockaded confederate coast started at Morehead City, ran through New Bern thence West. The Atlantic and East Carolina Railroad (the Old Mullet Line) followed essentially the same roadbed as today. Highways as we know them did not exist. The quickest and easiest mode of travel was by rail or water. New Bern had both.

Lee's Army was in Northern Virginia. They were supplied by the railroads which led inland from the coast and those which ran with the North and South axis of the state. At Goldsboro, the railroad leading westward from New Bern made a connection with the "Wilmington and Weldon" supply line which continued into Virginia.

In March, 1862, the war was officially less than a year old. Both sides had been slow in offensive actions. North Carolina was among the last of the states to withdraw from the Union. The opinion of its people was divided. Some felt strongly that the Union must be preserved, that it was wrong to follow the trend of other Southern states which South Carolina had begun. Others in North Carolina felt the kinship to their sister states, Virginia and South Carolina. They urged similar action in the Tar Heel State.

In this climate of divided opinion, North Carolina seceded from the Union on May 20, 1861. Under the difficulty of the sometime indifferent citizen attitudes, Brigadier-General L. O'B. Branch made his preparations against certain Union attack.

The pressure for North Carolina to follow the other states out of the Union must have been terrific. Consider the action of surrounding states. South Carolina seceded from the Union December 20, 1860, Mississippi twenty days later on January 9, 1861, followed by Florida on January 10, Alabama on January 11, Georgia January 19, Louisiana January 26, Texas February 1. These seven were not followed for six weeks when Virginia withdrew on April 17, 1861, then three weeks passed before Arkansas seceded from the Union on May 6, and Tennessee on May 7. North

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Carolina was the last state to secede and did not take its action for another two weeks. Finally, a full half-year after South Carolina, North Carolina seceded on May 20, 1861.

Both the North and the South had their problems. The South wanted mainly to be let alone. It wanted to break its contract with the Union. The North was determined to maintain the Union. In numbers, the 23 Union states had a population of 22 million, mostly White, while the 11 seceding states had 9 million people, 3½ million of whom were slaves. The North had all the Navy, a regular Army of 16,367 officers and men. The South had a few experienced officers who resigned from the regular Northern forces; the South had no nucleus of trained military men as the North had in the regular Army. The Confederate Navy is still a source for jokes. The story of the Confederate Navy is a story of effort without vital materials with which to build. Later, the predominant membership in both armies was civilian. The South used clerks, plowboys, gentlemen, and three brigades of Indians. The North used a blend of domestic and foreign plus a recruitment of 200,000 Negroes.

Both North and South tried to get troops by appeal to the cause. Both did extensive advertising in newspapers of the day. Finally, both resorted to conscription. The first national draft law

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was enacted by the Confederate Congress April 16, 1862. (A month after the Battle of New Bern.) The Union Congress passed a similar draft law on March 3, 1863. Confederate age limits were 18 and 35, those of the Union 20 and 45. Later, both took men younger and older. Dying wasn't any more attractive then than it is now. At first, those who had the money and who wanted to do it, could buy their way out. A man called by the draft could hire a substitute. The North granted exemption on payment of \$300.00, the price in the South varied. Later in the war there were almost no exemptions in the South. Eventually the North placed about two men in service for every one the South had. Both North and South tried to increase voluntary enlistments by offering bounties. Some of these ran up to \$1,000,-00 in the North. Cities, towns and states added other enlistment inducements.

The overall Union strategy was to impose economic blockade of the South. Success of this plan required Union control of the Atlantic coast, the Gulf coast and domination of the Mississippi River.

The North Carolina coast was a natural entrance for blockade runners. Lee's Armies near Richmond, Virginia, required supplies. Many of the needed materials were not available in the agrarian, non-industrial South. Imports by ship and trans-shipment by rail were vital to Lee. Five railroad lines led inland along the Atlantic Coast. Below Norfolk, an area under close Union Naval Observation, the next principal rail line with coastal access started at Morehead City, ran through New Bern and westward. One of the shortest safe routes from ships to Lee's Army Supply was from the excellent river port at New Bern by rail to Goldsboro then up the "Wilmington and Weldon" line to Lee.

Take down your North Carolina Atlas for a fresh look at the coastal area of the state and you may easily see what the Union military strategists saw. Coupled with the Union master plan to blockade the Atlantic Coast was their need to do an effective

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job with as few warships as possible. One shore battery well located, was much cheaper, more effective to operate, and could give better control than an operation which tied up a fleet of ships. North Carolina coast was made to order for blockade control by holding several key points, even as it was made to order for blockade runners. The sand strips which we know as the outer bank separate a rough, restless ocean from the navigable waters of the Pamlico Sound, Albemarle Sound, Currituck Sound. They also offer control of the Neuse, Pamlico, Chowan, and Pasquotank rivers. Spot control of several points on the upper N.C. coast by Union forces could make their job rather simple. Looking at a map of those outer banks, we see that entry to the sounds is restricted to five points and one of those provided a natural barrier. From North to South along our coast, the Oregon Inlet, New Inlet (not too important at the time), Hatteras Inlet, Ocracoke Inlet and Beaufort Inlet under control of the Union could and did severely restrict supply entry from the sea. Hatteras Inlet, Fort Hatteras and Fort Clark were objects of the first offensive moves by Union Forces along this coast. In August of 1861 control of one inlet was secured. This left three. Capture of Roanoke Island in January 1862 put Union forces in command of the two water routes around it leading from the Pamlico Sound to the Albemarle Sound. Mop-up operations in the sounds and rivers by the Union Navy were the next military movements.

New Bern was next. With its capture, Union strategy to cut off segments of the Confederacy and strangle its supply lines was operative. Occupied New Bern proved to be an advantage for Lincoln and a headache for Davis.

(This paper was prepared and presented in order that the Battle of New Bern would not be seen in isolation. A number of factors related to this battle had their beginning in Union strategy. This article was written by W. L. Flowers, Jr., March, 1962. All facts used or referred to in this article can be documented.)

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*The following analysis is presented by a military man, a member of the United States Marine Corps.*

## **AN AMPHIBIOUS PRIMER—BATTLE FOR NEW BERN**

By CAPT. RICHARD A. WARD  
*Marine Corps Gazette*—August, 1952

The War Between the States has been covered at great length by many qualified authors, but in nearly every instance one important technique of war has been neglected or given a back seat. This phase of warfare is the amphibious assault of a hostile coast. The neglect of this in the battle here cited has been due, I believe, in large part to the fact that relatively small numbers of troops were involved, and hence the scale of the battle fought after the landing was quite small in comparison to others. The strategic reasons for the series of landings on the coastline and river banks of North Carolina in 1861-1862 were nevertheless important, and it is well that some indication be made of why an expedition was sent several hundred miles down a hostile shore to conduct operations behind the Confederate lines.

The strategic mission of the operation, an effort to help tip the scales in favor of the Union forces in their conflict with the Confederates in the Peninsula, was resolved in Burnside's plan for the accomplishment of two objectives:

(1) To compel the Confederates to withdraw a portion of their forces from opposing pressure on Richmond in order to counter the threat posed by a Union landing force located in and operating against their rear.

(2) To harass and, if possible, to destroy the lines of communication supporting and sustaining those same Confederate forces protecting Richmond.

The inlets of Hatteras, Ocracoke, and Beaufort were all important to the Confederacy and in particular to the State of North

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Carolina, since most of the water-borne commerce of the state entered these inlets and proceeded on the waterways to the ports of New Bern, Washington, and the Albemarle Sound cities of Plymouth, Edenton, and Elizabeth City.

The only railroad inland from the coast was the Atlantic and North Carolina Railroad which connected New Bern with Raleigh and the interior. Therefore, the denial of both the inland waterway and the railhead of New Bern was paramount in any scheme for cutting the flow of supplies to the Army in Virginia.

In October of 1861, Brig. Gen. A. E. Burnside presented his plan of operations to Gen. McClellan for his approval and endorsement to the Secretary of War. It was ultimately approved and Burnside was ordered to New York to fit out the fleet. On October 23, orders were issued establishing the headquarters of the division, to be known as Burnside's Coastal Division, at Annapolis, Maryland.

The fleet, consisting of shallow-draft steamers, sailing vessels, and barges, was a motley one. North River barges and "propellers" had been strengthened from deck to keelson by heavy oak planks, and water-tight compartments had been built in them. They were so arranged that parapets of sand bags and bales of hay could be built on the decks. Each vessel carried from four to six guns; sailing ships, formerly coastal traders, had been fitted out in much the same way. Several large passenger steamers, which were guaranteed to draw less than eight feet, together with tugs and ferries, made up the remainder of the fleet. These transports had an overall capacity of some 15,000 troops with their combat equipment and rations. Other sailing vessels were procured to transport bridging materials, entrenching tools, rafts, extra ordnance stores, and the like.

The division had been divided into three brigades which were commanded by Generals J. C. Foster, Jesse L. Reno, and John G. Parke, three of Burnside's most trusted friends.

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The fleet of transports all finally arrived at Annapolis Harbor by the 4th of January, 1862, and on this date the orders for the embarkation of the division were promulgated. Embarkation began on the morning of the 5th and was not completed until the last regiment went aboard on the 8th.

The command of the fleet was vested in Commodore Louis M. Goldsborough, USN, who at this time had already served for over 50 years in the Navy.

Although most of the vessels of the expedition left Hampton Roads during the night of January 11, there were some which were unable to sail for a day or two. The fleet encountered a severe storm off Cape Hatteras which scattered the ships and wrecked several. The great majority, however, reached Hatteras Inlet in safety and anchored there.

As was stated previously, eight feet was the maximum draft allowable for the vessels. Prior intelligence had promised at least that amount of water over the bar at Hatteras. Whether this information was faulty or whether the storm had caused some shift in the sand was never learned, but, nevertheless, great difficulty was encountered in crossing the bar of swash into Pamlico Sound.

A novel method was devised to dredge a channel for the larger ships of the fleet. These vessels were driven onto the bar under full steam while the tide was ebbing, and the anchor was carried forward by a small boat to hold the ship in position. The strong current then washed the sand from beneath the vessel, thus allowing her to make another run farther onto the bar. This process was continued for several days during which time a broad channel to a depth of over eight feet was opened, thus enabling the remaining fleet to complete its passage into the sound by February 4th.

Burnside's plan called for seizure of Roanoke Island preceding the invasion of the mainland proper. This undertaking was considered mandatory since the island commanded the approaches

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to Albemarle Sound as well as Plymouth and Edenton beyond. Following this engagement, which was concluded successfully in two days, the troops were allowed to rest ashore until their re-embarkation and departure for the mainland.

New Bern, the county seat of Craven County, had in 1862 a population of about 5,500. It is situated at the confluence of two rivers, the Trent and the Neuse, the former constituting the southern boundary of the city and the latter its eastern. It derives its name from the fact that a colony of Swiss, under the direction of the Baron de Graffenreid, had settled on the banks of the Neuse near the beginning of the 18th century and had brought with them the name of their home capital. Settings more dissimilar than those of Berne on the Aar, and New Berne (its early spelling) on the Neuse could hardly be imagined, but the name itself may have relieved some of the early settlers' pangs of nostalgia. In the provincial days New Bern was the capital of what was to be the Old North State.

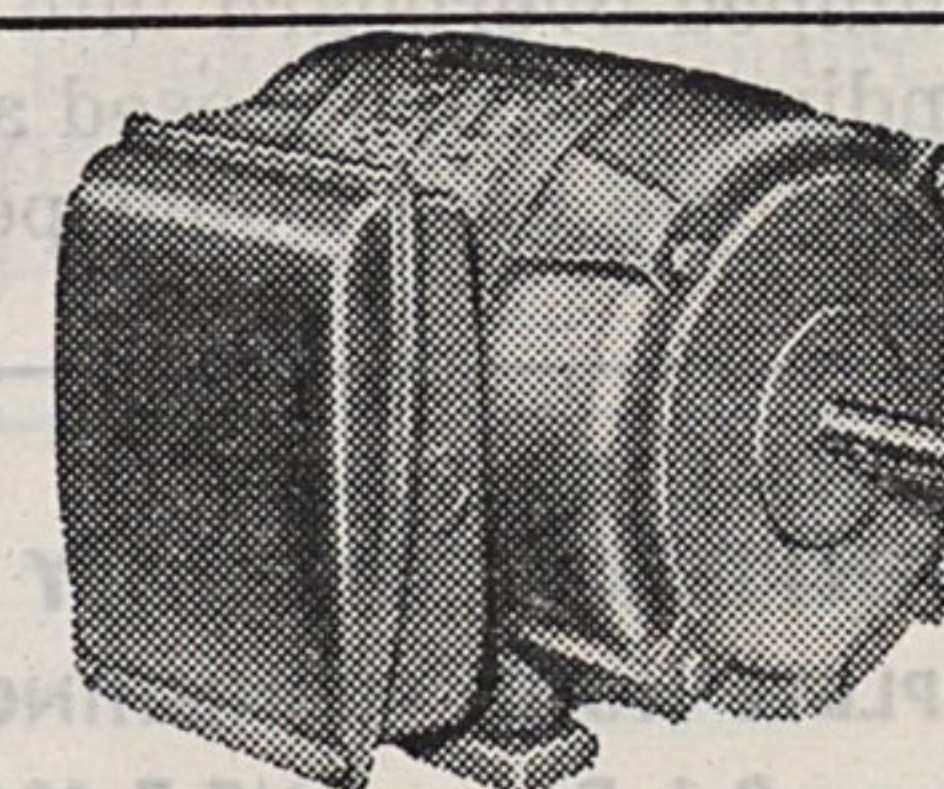
New Bern, with its good harbor, carried on quite a bit of commerce by sea as well as inland via the Atlantic and North Carolina Railroad which joined at Goldsboro with the other railways connecting Richmond with the remainder of the Confederacy.

During the delay incident to the replenishment of supplies, Burnside sent spies to New Bern, and through one of them received information of the garrison and defences as of March 7th. On the basis of this most current information, Burnside chose March 13 as D-day.

The division, some 15,000 in number, embarked and sailed on the morning of the 11th for a rendezvous off Hatteras with the remainder of the fleet. It arrived at dusk, but yet in time to distribute mail which had arrived aboard the steamer SUWANEE.

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One writer states that "for once Hatteras had declared a truce:" the weather was perfect.

At an early hour the following morning the fleet, now under Commodore J. C. Brown, USN (who had relieved Goldsborough after the Roanoke Action) began moving northward in double column with each troop brigade split between the two files; the 1st Brigade in the lead. Half a mile ahead of the transports the gunboats moved in line of battle covering the main fleet of 60 vessels.

At 1400 they entered the Neuse River which is, at its mouth, an estuary 12 miles wide. The approach of the Federal fleet was announced to the Confederate outposts up and down the river by means of fires which gave forth pillars of black smoke.

As darkness approached the sky showed signs of an approaching storm, and it was not until 2100 that the fleet anchored off the mouth of Slocum's Creek. This area, which is now the site of the U. S. Marine Corps Air Station at Cherry Point, is about 12 miles below New Bern by river and 17 by land. Here were the beaches over which Burnside elected to land his troops.

By morning of the 13th of March drenching rain was falling and at 0700 the signal, "Land the Landing Force," was given. Each man carried on his person three days' rations, 40 rounds of ammunition, an overcoat, and rubber blankets.

The supporting naval force shelled the landing area in an effort to neutralize it during the movement of the boats toward the shore. As regards the ship to shore movement, this landing paralleled that of Roanoke Island in that the troops transferred to launches, which were taken in tow by the steam tugs, each pulling a long line of these boats. At a signal the tugs steamed as near the beach as they could and released their tows, the momentum gained sending the launches forward until aground. The men then jumped overboard into waist-deep water and waded ashore. The landing was unopposed and the troops moved off the beach as rapidly as the mud would permit.

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At about this time the schooner CROCKER, with part of Battery F, 1st Rhode Island Light Artillery embarked, attempted to enter Slocum's Creek and in so doing ran aground. Although tugs were brought to her assistance, night came and she remained fast in the mud. Early on the morning of the 14th the schooner was floated, and as the forces ashore had advanced, instead of landing at Slocum's Creek the vessel was towed two or three miles farther up the river, where a landing was made.

The landing itself was a difficult maneuver with the equipment at hand. The pieces and caissons were rafted by means of a platform built on two yawls lashed together. The raft was then floated to shore until it grounded, the artillery pieces being pulled ashore by hand from there. The horses were driven overboard and towed ashore. Ironically, this battery of artillery arrived at the front too late to fire a shot despite the great difficulty encountered and effort expended in its landing.

The 21st Massachusetts Regt. (of Reno's Brigade), deployed as skirmishers, led the advance; the 24th Massachusetts under the supervision of Gen. Foster moved up the road in support of the 21st followed by the rest of the brigade as landed. The head of the column had proceeded about six miles and was approaching Otter Creek when a report came back that heavy fortifications, apparently deserted, had been located to the front. These consisted of well-constructed breastworks extending from the river to the railroad, a mile distant; a fort guarding the river flank; and four flanking bastions facing the railroad terminus—the whole position protected by abatis and a deep, wide ditch along its front.

Resting here until three o'clock while waiting for the force in the rear to close up, Gen. Burnside ordered Foster with his brigade to advance by the turnpike, Reno by the Railroad, while Gen. Parke was to follow Foster, prepared to support either command as needed. "The rain continued to fall the entire day, and the roads—at best but sloughs—were churned to a sticky

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pulp of uncertain depth, so that progress was slow and difficult."

This march continued until late that evening when the order to hold was given and the troops bivouacked in the woods. The rain continued to fall making the night miserable for troops on both sides. The following parody may have been in many minds that night:

"Now I lay me down to sleep,  
In mud that's many fathoms deep;  
If I'm not here when you awake,  
Just hunt me up with an oyster rake."

Sunrise of the 14th, a little after six o'clock, saw everyone moving about. Breakfast was very informal, the troops subsisting on some of the rations they had carried ashore.

It was not long after daylight that the sound of smallarms fire was heard on the left and the regiments fell into line and moved on. Though the rain had ceased, there was a thick fog which greatly restricted visibility. It seems that the camp had been pitched very near the Confederates', for the advance guard had moved out only a short distance when earthworks interdicting the road were discovered just a few hundred yards from the area of the preceding night's bivouac. A detachment was sent forward to reconnoiter. It soon returned stating that "the fortification seemed to be long and strong with artillery, and filled with infantry and cavalry." It appeared that this was the location the Southern leader had chosen to defend. The earthwork extended from the Neuse, near Fort Thompson, a mile and a half inland (west) to a swamp which extended southward in the direction of Morehead City.

At Gen. Foster's command, Col. Stevenson led the 24th Massachusetts into a field at the right of the road and formed a line parallel to the Confederate Breastworks. The 25th Massachusetts, passing behind the 24th, formed on its right with four companies nearest the river drawn back to protect the flank.

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This position proved untenable because of the nearness of Fort Thompson and the danger from the gunboats firing on the fort from the river. Col. Upton was forced to re-group the 25th to the left of the road, thus compelling the 24th to hold the right flank.

As originally placed, the 27th Massachusetts was on the left of the road and supporting a battery; the new position of the 25th must have crowded the 27th somewhat. Next, towards the left was the 23rd Massachusetts and the 10th Connecticut, which completed the 1st Brigade. (Later in the day the 11th and the 8th Connecticut of the 3d Brigade moved in on either side of the 23d, the latter retiring for replenishment of ammunition.) Gen. Parke's 3d Brigade formed the center of the Union line and Reno's 2d held the Union left. Opposed to these troops were the North Carolina regiments in the following order from the left: 27th, 37th, 7th, 35th, 33d, and 25th. The 28th reached the field just in time to cover the withdrawal of the Confederates. The Confederate batteries engaged were the guns of Fort Thompson, then Whitford's, Leecraft's, Herring's, Evans', Latam's, Mayo's, and Brem's. The artillery belonging to Burnside, consisting only of a few howitzers from the fleet, was noticeably absent. The men who helped haul these guns through the mud thought them

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"altogether too many." No mention is made of the disposition of the horses brought ashore with the light artillery. They were probably unable to negotiate the swampy ground pulling their pieces, so were left at the rear.

Col. R. P. Campbell, 7th North Carolina (West Point, 1840) in command of the Confederate right wing, was delivered the following message by a Union runner: "Reub, quit your foolishness, and come back to the Union Army." Col. Campbell who had known Burnside at the Academy replied: "Tell General Burnside to go to the devil where he belongs."

Col. C. C. Lee of the 37th North Carolina commanded the left wing.

Gen. L. O'B. Branch, while exercising a general superintendence of the whole line, was in immediate command of the center and reserve.

As the fighting progressed, Foster was unable to make any great headway against the forces of Col. Lee. Gen. Reno, on the other hand, gained a penetration of the line near the railroad and exploited his success by immediately hitting the flank of the militia to his right. These green troops began the rout which soon enveloped the whole Confederate force. As Gen. Branch stated in his official report:

"The defensive works were located and constructed before I assumed command. The troops under my command had performed a large amount of work, but it was mainly on the river defenses, which were not assailed by the enemy. They had been originally planned for a force much larger than any ever placed at my disposal, and I was for six weeks engaged in making the necessary changes to contract them, but the failure of all my efforts to obtain implements and tools with which the troops could carry on the work prevailed me from making satisfactory progress. I had circulated handbills over the state, calling on the citizens generally to assist me, and received from two counties a small party of free Negroes without implements. I then inserted

### Boyd Bros. Fruit Store

Wholesale - Fresh - Frozen

520 Tryon Palace Drive  
ME 7-4197

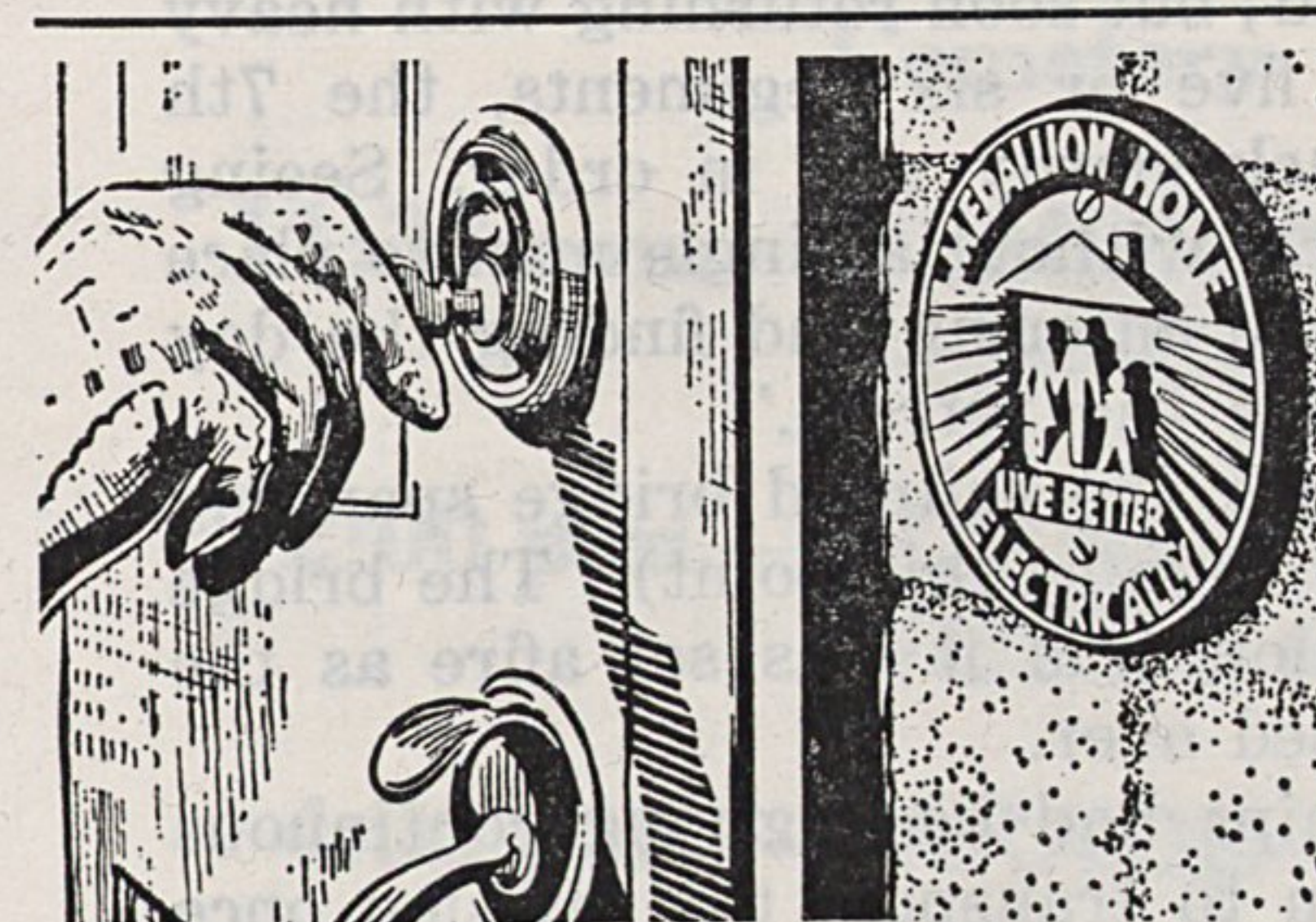
### City Fuel & Tire Co.

116 RHEM STREET

ME 7-4347

in the newspaper an advertisement calling on the slave-owners to hire their slaves, with implements, for a few days, and I got but a single Negro. During all this time I continued the troops at work, and when the enemy came into the river, 500 per day were being detailed to construct breast works, with less than half that number of worn and broken shovels and axes, without picks or grubbing hoes. If the fate of New Berne shall prevent a similar supineness on the part of citizens, and especially slave-owners, elsewhere, it will be fortunate for the country.

"At about 0730 on Friday morning (the 14th of March), the fire opened along the line from the railroad to the river. I soon received a message from Col. Lee (commanding the Confederate left wing) that the enemy were attempting to turn our left. This proved to be a feint, as I replied to him that I thought it would. The next incident of the Battle was the appearance of the enemy's skirmishers in front of Vance (26th North Carolina), and subsequently on the prolongation of the line held by the militia. It was to drive the enemy from that position that I had directed the 24-pound battery to be placed there, and supposing it was ready for service, I sent Captain Rodman with his company to man it, but they found the guns not mounted and were ordered into position to act as infantry.



### Enter into a TOTAL ELECTRIC MEDALLION HOME

—where electricity does everything!

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- Full Housepower Wiring
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**CAROLINA POWER & LIGHT COMPANY**

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### HAMMOND ELECTRIC CO.

232 Craven

ME 7-6185

### THE JEWEL BOX, INC.

214 Middle

ME 7-2022

### DIXON BROS. NURSERY

638-1711



"The skirmishers of the enemy, finding themselves on the flank of the militia, fired at them a few shots from their flank files, which caused a portion of them to flee in great disorder. I instantly ordered Col. Avery (33rd North Carolina) to send five companies to dislodge them. He sent them instantly, under Lieutenant Col. Hoke; but before Col. Hoke had fully got into position, though he moved with the greatest promptness and celerity, I received a message from Col. Clark of the militia, informing me that the enemy were in line of battle in great force on his right. I instantly ordered up the remaining five companies of Col. Avery's regiment, and the whole 10 opened a terrific fire from their Enfield rifles. The whole militia, however, had abandoned their positions, and the utmost exertions of myself and my staff could not rally them. Col. Sinclair's regiment (35th) very quickly followed their example, retreating in the utmost disorder. This laid open Haywood's (7th) right, and a large portion of the breastwork was left vacant. I had not a man with whom to reoccupy it, and the enemy soon poured in a column along the railroad and through a portion of the cut down ground in front, and marched up behind the breastwork to attack what was left of Campbell's command (7th). The brave 7th met them with the bayonet and drove them headlong over the parapet, inflicting heavy loss upon them as they fled; but soon returning with heavy reinforcements, not less than five or six regiments, the 7th was obliged to yield, falling back slowly and in order. Seeing the enemy behind the breastwork, without a single man to place in the gap through which he was entering and finding the day lost, my next care was to secure the retreat."

This withdrawal took place over the railroad bridge spanning the Trent River (about 700 feet wide at this point). The bridge had been prepared for destruction, and it was set afire as the last of the Southern troops passed over.

Commodore Rowan, whose ships had been giving continuous gunfire support, was called upon to transport the division once

**New Bern Savings and  
Loan Association**

310 CRAVEN ST.

ME 7-6155

**J. C. Penney Co.**

326 MIDDLE STREET

ME 7-3101

# CONFEDERATE CENTENNIAL

**Craven County--City of New Bern**

## "BATTLE OF NEW BERN"

**March 14, 1862--March 14, 1962**

**Everyone invited to attend the following schedule  
of events March 14, 1962:**

**10:30 a.m.—MEMORIAL SERVICE — National  
Cemetery**

**11:30 a.m.—MEMORIAL SERVICE—Cedar  
Grove Cemetery**

**2:00 p.m.—BURNING OF THE RESIN  
WORKS (Union Point)**

**4:00 p.m.—PARADE—Bands, marching units,  
etc.**

**7:30 p.m.—BANQUET—By ticket only**

**Tours of Battle Fields, Fort Thompson, museum  
of Civil War in Shrine Auditorium with  
displays of all kinds.**

**EVERYONE WELCOME**



more. A ferry service was set up, and by evening of the 14th of March the burning city was completely occupied.

Says Woodbury's History of the 9th Army Corps, "It was a peculiar conflick, and it may be doubted if another such was fought during the war. A bold attack upon a strongly fortified position, heavily armed and abundantly manned, made by a force of infantry without siege guns, or anything but a few howitzers." Here again the main point was missed entirely. The comparative ease of capture of the Confederate strong point was due to a general lowering of morale and a definite feeling of insecurity engendered by the sudden landing of a division of infantry some 200 miles from the "Front". Southern historic papers say: "... this force, appearing suddenly, struck terror and dismay along the whole coast."

Here in 1862, a century ago, an amphibious landing was carried out with positive success using essentially the same techniques for which the Marine Corps is famous today.

1. The preparatory naval bombardment.
2. The ship-to-shore movement of infantry.
4. The movement ashore of organic artillery.
4. The close support of the landing force by naval gunfire.
5. The conduct of normal land warfare ashore.

Considering the equipment with which this expedition carried out its mission, it is surprising that such results were obtained. Imaginative projection of the operations evolution, thorough planning and attention to detail in accordance with the expected turn of events, and at the same time retention of sufficient flexibility to permit adaptation to unforeseen circumstances were as essential to this amphibious action as to any subsequent landings of later wars.

*Editorials and military communications wvritten in 1861 and 1862 indicate both the feelings and problems of Craven County*

### Nick & I Charcoal Steak House

Highway 17 South

### Zaytouns Gift & Toy Shop

Historic Books & Souvenirs  
331 Middle St. ME 7-6419



*and North Carolina people. The frustration of seeing a problem, knowing the solution, and seeking help without success is shown in communications presented below.*

In the February 12, 1862 issue of **The Daily Progress** (New Bern) was found a list of some Craven County men who had "joined up". It is interesting to not that Craven County had eight companies in the field, seven of these companies were "for the war" and one was for twelve months. The muster roll for these companies was published in this issue of **The Daily Progress**.

This is the type of advertisement which was being run in the classified ad section of the paper:

#### WANTED RECRUITS

The undersigned desire to raise an infantry company for the war. All persons enlisting are entitled to a bounty of \$50.00 from the Confederate States and \$15.00 from the state, making a bounty of **\$65.00**. Twelve month's volunteers enlisting are also entitled to a furlough of full thirty days to stay at home, to which will be added as many days as is estimated sufficient to travel home and back, the number not to exceed sixty.

Militia in service enlisting are entitled to the same privileges as twelve months' volunteers.

For further information apply to the undersigned at Camp Gatlin.

Lieut. Frank Foy, &  
Lieut. K. R. Jones

This is an indication of the efforts made to obtain troops prior to the first draft law. (The first draft law of the nation was enacted by the Confederacy a little over two months after this announcement.

Some of the people of New Bern were making a joke of the military training taking place here at that time. General Branch had a difficult assignment, he was a man without military background sufficient to work the miracle of turning green, un-schooled, plow-boys, town boys and others who might volunteer into troops who would defend the New Bern area. Sixty-five dol-

### Carolina Rubber Supply Co.

ME 7-3151

Highway 17 South

### Craven Foundry & Machine Co.

Automotive Parts  
Mill Supplies

206 Craven ME 7-2023



lars was probably an enticing sum to these young men, many of whom probably had not had this much money at one time during their entire lives. The February 12, 1962 issue of **The New Bern Daily Progress** carried a rather revealing editorial. In it the editorial berated the people of New Bern because they laughed at the efforts of the troops who were here. It should be remembered that this was almost one month to the day these men were to do battle.

#### THE DAILY PROGRESS

Wednesday Morning  
February 12, 1962

#### "THE MALISH"

A good many persons, for the want of something better to make sport of, are disposed to poke fun at the "Malish," as they style the Militia, who are drilling here every day, cold or hot, wet or dry, preparatory to defending their firesides and altars in case the Hessian cut-throats should come. This is all wrong. It is true, raw militia, when they first "fall in and face to the right" are perhaps, the awkwardest looking creatures on earth. They are pestered out of reason to keep their feet and hands in the right place, and all the West Pinters you could crowd around them can't keep their heads up; but then people who make fun should recollect that they themselves know nothing, except what they have learned from others, and, in a large majority of instances, are a class of persons that have not capacity sufficient ever to know much.

We witnessed the militia drill near the Railroad Depot the other evening and must say, were astonished to see the improvement they have made in the short time they have been drilling. The Athens Guard have been drilling for months and of course are No. 1, but Capt. Russell's Company is very little behind them, and in a few weeks more will drill equal to any soldiers in the service. The same may be said of the other companies. One thing is certain, the people of Craven and the adjoining counties are determined that if old Burnside comes here it shall be through a shower of lead, iron and steel.

*The editor of The New Bern Daily Progress was a prolific writer and on many subjects. Roanoke Island had been taken. It is interesting to recall that a storm off Cape Hatteras damaged many of the ships of Burnside's Naval Task Force and that after*

### THE BANK OF NEW BERN

DIAL 638-1181

313 POLLOCK ST.

### COASTAL ELECTRONICS, INC.

POLLOCKSVILLE RD.

DIAL ME 7-3167

*Burnside entered the more quiet waters of the Pamlico Sound he regrouped his troops and took about three weeks to repair damages to his ships. The Confederate High Command knew that Burnside was there and probably knew what he intended to do in this area. In spite of good railroad communication between Virginia and New Bern, and with a battle shaping up, no force of any consequence was dispatched from the Virginia area to the Coastal North Carolina area during these three weeks. Almost prophetic is the editorial presented below a month before the Battle of New Bern.*

#### THE DAILY PROGRESS

Wednesday Morning,  
February 12, 1862

#### The Defeat at Roanoke

Surely the experience of Hatteras, Port Royal, Fort Henry and Roanoke should teach us that sand and mud batteries with short range guns are not to be relied on against heavy metal. What has occurred at these places will most likely occur again when other of our temporary works are attacked. Is it not time then in view of these disasters that some change should be adopted? We think so.

Roanoke Island might have been held, but the Government at Richmond seems oblivious to the existence of North Carolina save when men are wanted, 8,000 or 10,000 men would have held the Island, but it is not likely that 20,000 can retake it. It was well known to the government that Burnside was at Hatteras with a powerful fleet and a heavy force weeks ago, with every reasonable indication the Roanoke Island was to be the point of attack and in view of these facts not only our State but the country has a right to know why some of the movable troops about Norfolk, Petersburg and Richmond were not sent to the relief of the brave 2,500 who have fell into Yankee hands.

We write without any further particulars than those given yesterday morning, but with our knowledge of the country we know that Elizabeth City, Edenton, Plymouth, Winton, Murfreesboro' and Gatesville are entirely at the mercy of the enemy; and at the latter place the enemy are only 30 miles from Suffolk and less than 50 from Norfolk. A few thousand men and a few heavy guns could have checked the enemy at Roanoke Island, but probably a hundred thousand could not now prevent their depredations. For Heaven sake let us have no more sand batteries on islands. The people are beginning to complain a good deal about the way in which things are managed at Richmond and certainly they have some cause.

## OWEN G. DUNN CO.

"ANYTHING FOR ANY OFFICE"

TELEPHONE ME 7-3197 NEW BERN, NORTH CAROLINA

We can take care of all your printing requirements—Office Forms, Business Systems, Snap-A-Part and Continuous Forms, Color Work, Catalogs and Brochures. Telephone ME 7-3197, New Bern, N. C., and our representative will be glad to call.



THE DAILY PROGRESS  
Wednesday morning  
February 12, 1862

**Business Notice**

From this day forward cash in advance will be demanded for all **Military Notices**, unless **responsible parties** become personally responsible for the same. We have lost enough by advertising and furnishing blanks for officers and others in the name of the State and we are determined to stop it.

In the fall of 1861 several communications between the War Department of the Confederate States of America at Richmond and the Governor of North Carolina indicate the concern shown by the heads of this state, and representatives from the Confederate military high command.

WAR DEPARTMENT, C.S.A.,  
Richmond, August 16, 1861

His Excellency HENRY T. CLARK,  
Governor of North Carolina:

SIR: You are requested to cause to be forwarded without delay to Mobile, Ala., thirty 32-pounder guns for the defense of that city.

Very respectfully,

L. P. WALKER  
Secretary of War, Confederate  
States of America

EXECUTIVE DEPARTMENT  
Raleigh, N. C., Aug. 20, 1861

Hon. L. P. WALKER,  
Secretary of War:

SIR: Yours of the 16th duly received, requesting me "to cause to be forwarded without delay to Mobile, Ala., thirty 32-pounder guns for the defense of that city." Your communication is so briefly stated that I am at a loss to know to what guns you allude. As far as I am informed our extensive line of sea-coast,

**TIDEWATER  
NATURAL GAS**

421 BROAD STREET  
DIAL ME 7-2235

**HOME ELECTRIC CO.**

1820 Trent Boulevard  
ME 7-2242

**SAM LIPMAN & SONS, INC.  
DEPARTMENT STORE**

212 Middle Street  
ME 7-2103

needs every gun that we have there or that are destined for the coast. I understand there are some 32-pounder guns at the navy-yard in Norfolk that have been set apart for North Carolina. If you allude to those, your order must issue to that place.

Very respectfully,

HENRY T. CLARK

EXECUTIVE DEPARTMENT

Raleigh, N. C., November 16, 1861

Hon. J. P. BENJAMIN  
Acting Secretary of War

SIR: The reports from East Tennessee indicate much trouble, but have no doubt received proper attention from your Department. For the last few days I have received numerous communications from the North Carolina counties bordering on East Tennessee asking assistance. I am gratified to state that but very little of the East Tennessee treason has crossed our line; but a border warfare must ensue, and unless our people are protected they may be somewhat affected either by the superiority of the traitors or their artful promises. That portion of North Carolina is now very weak and exposed from the large and undue portion of volunteers furnished from this section. So many have volunteered from some of these counties that is apprehended there will be a failure of support another year in a county which has heretofore yielded a surplus for other counties. There are now two regiments just organized, the one (Colonel Vance's) from the extreme southwest, or Buncombe, and another regiment just organized from the northwest, or Ashe County, adjoining the district of East Tennessee, where the Unionists are now embodied and threaten our State. I can arm these regiments with some flint-and-steel muskets and some hunting rifles I have bought in the country. Shall I send these regiments to East Tennessee through these two points or station them near the line? I can't anticipate what movement you will prefer; but from representations made to me I must urge the employment of an armed force in or about Ashe County or in East Tennessee contiguous to it, and also on the State line or railroad in East Tennessee between our State and Knoxville.

All the western border of North Carolina are demanding prompt assistance. This is all I can offer. When these regiments are there and equipped they can be easily transferred. I will here

**REAL ESTATE  
SALES—RENTALS  
APPRAISALS**

DIAL ME 7-6175

**LAWRENCE & CRAYTON**

Elks Building  
New Bern, N. C.

**HARGETT MILLING  
COMPANY**

1013 QUEEN STREET  
ME 7-4319



allude to the necessity of protecting the salt-works and lead mines bordering on this disaffected region. I would be glad of immediate orders for the two regiments, or I must send them as designated.

Very respectfully,

HENRY T. CLARK

EXECUTIVE DEPARTMENT

Raleigh, N. C., November 18, 1861

Hon. J. P. BENJAMIN  
Secretary of War:

SIR: The troubles are greatly increasing in East Tennessee, and treason is becoming more bold and more common every day. It is assuming formidable proportions, and, if I am correctly informed, needs a large force, not only to put it down, but to prevent it from overrunning the adjoining country. The border counties of North Carolina are greatly excited, and have already received some visitations, and a few are disaffected. These counties have heretofore contributed largely (beyond their proportion) to our volunteers, so they are peculiarly defenseless, and in some counties not enough left to plant corn. These people are appealing for protection to me. I have two regiments, just formed, one from the northwest and one from the southwest extremity of our State, each asking that the regiment may be sent back to stay the fury of Tennessee treason.

One of these regiments (Twenty-ninth, Colonel Vance) is from Buncombe, and you have just ordered me to send it to Jonesborough, which is very well, but a little farther so, on the same railroad, might put them where they are equally as much needed. The other regiment has just come together, without drill or arms, but they ask to be sent back to their own homes to protect them; besides, their homes are in the midst of the salt-works and the provision mart. Now, we must have arms. Can you let me have 2,000 arms for a regiment of State troops for the war and for a twelve-months' volunteer regiment? Understanding that a large lot had arrived. I make but a small requisition, and that for troops to go at once to East Tennessee or where most needed. We are now reduced to shotguns and unserviceable muskets. If you can let me have arms for these two regiments (2,000) my rifle factory will then supply me with rifles.

Very respectfully,

HENRY T. CLARK

**STALLING BROS.,  
INC.**

- HEATING
- AIR CONDITIONING
- SALES—SERVICE

Neuse Manor Neuse Blvd.

**EASTERN  
RULANE  
SALES**

Complete Gas Service  
Frigidaire—Maytag  
Tappan

Neuse Manor Neuse Blvd.

WAR DEPARTMENT, C. S. A.

Richmond, November 21, 1861

His Excellency HENRY T. CLARK  
Raleigh, N. C.:

SIR: Your letter of 18th instant, in regard to the condition of some of the border counties of North Carolina, and asking for arms for two regiments, has been received. I regret that I am not able to fill your requisitions for arms. If we had them to spare they should cheerfully be placed at your disposal for the purpose designated. The supply just received by the Fingal is by no means so large as has been represented. We received but 9,000, and these have been divided between Generals Lee and A. S. Johnson, in whose departments the danger of attack by superior force seemed most imminent. I can assure you, however, that arrangements have been made to secure the safety of Eastern Tennessee and Northwestern North Carolina, and to crush out all treason in that section, which will doubtless prove effectual.

I am, respectfully, your obedient servant,

J. P. BENJAMIN,  
Acting Secretary of War

*Such was the climate east and west in the state during the months immediately prior to The Battle of New Bern. An account of this battle written by a local resident, a native of New Bern, as part of his college program in the University of North Carolina in Chapel Hill, is presented below:*

**The Battle of New Bern was a Most Thrilling One**

With meagre collection of shotguns and hunting rifles the defenders of this City put up a fight which will go down in annals of history as being one of the most terrific of war.

"We feel very defenseless here without arms . . . We see just over our lines in Virginia, near Suffolk, two or three North Carolina regiments, well armed and well drilled, who are not allowed to come to the defense of their homes . . . We are threatened with an expedition of 15,000 men. That is the amount of our seaboard army, and at no point can we spare a man, and without arms we cannot increase it . . . We have not collected in camps about three regiments without arms, and

**WILLIS & BALLARD  
FUNERAL HOME**

226 BROAD STREET

DIAL ME 7-3210

**BARBOUR BOAT  
WORKS, INC.**

**BUILDERS & REPAIRERS  
STEEL & WOOD VESSELS**

DIAL ME 7-2152

527 TRYON PALACE DRIVE



our only reliance is the slow collection of shotguns and hunting rifles, and it is difficult to buy, for people are now hugging their arms for their own defense" . . . These were the despairing words of Governor Clark of North Carolina, in 1861, to President Davis of the Confederacy.

Forty miles from the Atlantic coast of North Carolina, on a peninsula projecting at a point where the Neuse and Trent Rivers join, lies the historic city of New Bern. New Bern became one of the chief ports and commercial cities on the South Atlantic seaboard. From the early years of the eighteenth century to the period of the Civil War, it became rich in agricultural and industrial products. On the agricultural market were such crops as these: cotton, corn, tobacco, watermelons, cucumbers, and Irish potatoes. Her lumber and shipping industries were unsurpassed by those of other centers, while the industry of naval stores excelled.

### Three Large Sounds

The coast of North Carolina is indented by three large sounds: Currituck, Albemarle, and Pamlico. Into these sounds the rivers of that section empty. Most of these rivers are navigable. The great trade routes of that time centered on these rivers, on the great railroad from New Bern, and the canal at Elizabeth City. Scharf said in his "History of the Confederate Navy" that the command of the sounds and their navigable rivers, extending far into the interior, would control more than one third of the state and threaten the main line of railroads between Richmond and the seacoast portion of the Confederacy. Therefore, State authorities saw the immediate necessity of seizing and holding the inlets to these sounds and rivers, and immediately after the ordinance of secession was passed, Governor Ellis ordered the seizure of them. This was in May, 1861.

It is interesting to note here that as soon as North Carolina had entered the war and joined the Confederacy, eleven of her

regiments were ordered to Virginia. This left her practically defenseless. When Governor Ellis ordered the seizure of the forts at the inlets, he sent only a small number of soldiers with which to man them. As a matter of fact, there were only 580 fighting men holding the two forts at Hatteras Inlet when the Federals made their attack upon them. Accordingly, August 16, 1861, the forts were taken without a single shot reaching the Federal vessels. This was the first naval victory for the North, which resulted in the capture of 670 men, 1,000 stands of ammunition, 35 cannons and gave the best sea entrance into North Carolina with the control of the most important route on which many supplies had been carried to the Confederacy.

### Here's Burnside

At this time let us bring into our story a Northern gentleman called Ambrose Everett Burnside. He was born May 23, 1824, in Liberty, Indiana. He was carefully nurtured and received a good education in the best schools. In 1842, he entered West Point. Upon his graduation, September 8, 1847, he saw service in a war on the Mexican frontier. In September, 1851, he was made a bearer of dispatches from the West to the Capitol. Later he invented a new rifle which offered possibilities of becoming a great munitions manufacturer; unfortunately, the government did not see fit to back him. He resigned from service November 1, 1853, and married. He went to Chicago and, through a former schoolmate, obtained the position of cashier in the land department of the Illinois Central Railroad.

The memorable 13th of April, 1861 came with the bombardment of Fort Sumter by the South Carolina troops. On Monday, April 15, 1861, Mr. Burnside received a telegram from the Governor of Rhode Island requesting him to come and take charge of a regiment of troops which would go to Washington

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AND SAND

OAKS RD. DIAL 638-1323

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DIAL ME 7-3673

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Simmons-Nott Airport  
ME 7-5308 P.O. Box 1231  
New Bern, N. C.

#### K. R. JONES

Amoco Distributor

Dial ME 7-2127 303 George  
New Bern, N. C.



that week. Burnside accepted and immediately began appointing his staff. His regiment became the First Rhode Island Regiment. It entered the First Battle of Bull Run and there won for this regiment and its captain a proud name.

Soon after this battle, Burnside was appointed to the office of brigadier-general by President Lincoln, and immediately reported to General McClellan. After he had made a complete study of the Southern situation, Burnside mentioned to McClellan a plan for the formation of a coast division. The general details of the plan were as follows: to organize a division of 15,000 men, to fit out a fleet of light steamers, barges and sailing vessels large enough to transport the division and its supplies. The division was to be thrown about from point to point on the Atlantic Seaboard and thereby penetrate the interior. This would threaten the rear of the Confederate Army, which was operating in Virginia, and hold possession of the inland waters of North Carolina. The expedition was organized into four parts. There were three land brigades under Generals Foster, Reno, and Parke, and the naval fleet under Commodore Goldsborough and Vice-Admiral Rowan. The entire expedition was under General Burnside.

#### Roanoke Island Falls

On February 7, 1862, the fleet took Roanoke Island. After a short rest, proceeded into Neuse River to Slocum's Creek, about sixteen miles below New Bern. They arrived on the night of March 12, 1862.

At New Bern the gifted Branch was called upon to make an effort to hold a long line of entrenchments against the gigantic forces of the Burnside Expedition. Here are a few facts about this gallant general's life.

General Lawrence O'Bryan Branch was born at Enfield, N. C., November 28, 1820. He studied one year at the University of

North Carolina and then transferred to Princeton, from which he was graduated in 1838 with distinction. He practiced law in Florida for eight years. In 1852, he returned to North Carolina and became engaged in industrial undertakings, chiefly railroads. In 1855, he was elected to Congress, where he served until the war began. When Howell Cobb resigned his post as secretary of the treasury, Branch was tendered the office but did not accept it. Returning from Congress March 4, 1861, he advocated immediate secession, and in April he enlisted as a private in the Raleigh rifles. The Governor appointed him to the post of Quarter-master general of the State. Soon afterwards, wishing active duty, he resigned his post to take charge of the Thirty-third North Carolina Regiment. On January 17, 1862, he was promoted to brigadier-general and sent to New Bern to command the forces which disputed the advance of Burnside.

Desperate attempts were made by him to obtain aid from the Confederacy. The territory to him had originally been planned for a much larger force than any ever placed under his disposal while in New Bern. He worked for six weeks trying to make necessary charges, but was unsuccessful because of the failure to obtain implements and tools with which to carry on the work. General Branch circulated hand bills all over the State and inserted advertisements in newspapers calling on slave owners to hire their slaves with implements, for a few days, but got only one reply. At no time did he have 4,000 men in the field of battle; and his forces were seriously weakened by reenlistment furloughs.

#### Moves Croatan

Coming up the river from the Croatan works, one reaches the Fort Thompson breastwork, which was constructed from the fort to the railroad, about a mile. Branch decided that the Croa-

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We Slaughter for the Public.  
NCDA Graded Meats  
**DIAL 638-1127**  
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**DAY DIAL ME 7-2310**  
Nights & Holidays  
**DIAL ME 7-5819**  
**TERMINIX CO. OF N. C.**  
J. R. (JAKE) HOOKS, Mgr.

WINDOW GLASS INSTALLED  
PLATE GLASS—AUTO GLASS  
INSTALLED  
MIRRORS CUT TO SIZE  
**Dial ME 7-2978**

#### REGISTER'S GLASS SHOP

1001 N. Craven St. New Bern, N. C.

#### W. C. CHADWICK GENERAL INSURANCE AGENCY

Dial Office ME 7-3146  
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tan work might not be of any avail, and therefore moved it up to the Fort Thompson works. This made the Fort Thompson breastwork extend another quarter of a mile and put Branch's flank on an impassible swamp, which was on the other side of the railroad. Branch decided that the old brick-kiln on the railroad, should be loop-holed in order to guard such a gap. On the evening before the battle he ordered two 24-pounders to be brought from New Bern and be placed there. Unfortunately, the Federal skirmishers drove laborers from the battery when an hour more would have enabled them to get the guns into position. This incident was not reported to General Branch until it was too late for anything to be done. It was through this point that the battle was lost for the Confederates.

On the afternoon of the 13th, the Confederate regiments were posted as follows: Lieutenant-Colonel Barbour, 37th Regiment, and Major Gilman, 27th Regiment, between Fort Thompson and the Beaufort Road; Lieutenant-Colonel Haywood, 7th, Colonel Sinclair, 35th, and Colonel Clark, between the Beaufort Road and the Railroad. Colonel Vance, 26th Regiment, to the right of the railroad. A few unattached companies were placed between the regiments. Branch's headquarters were about 200 yards behind him. The artillery was about half a mile behind the reserves.

In the meantime, the Union soldiers had begun to land early in the morning on the 13th at Slocum's Creek. They disembarked with great enthusiasm, some leaping overboard and wading ashore. The debarkation was made hurriedly and only six naval howitzers were landed. It was necessary for the whole regiment to drag the guns in the mud to the front. After the Union troops had pushed onward for six miles, they came upon Otter Creek. The fact that this battery was abandoned made them suspicious that the Confederates had a strong breastwork ahead. They continued their line of march unstopped a mile and a half from the enemy's lines.

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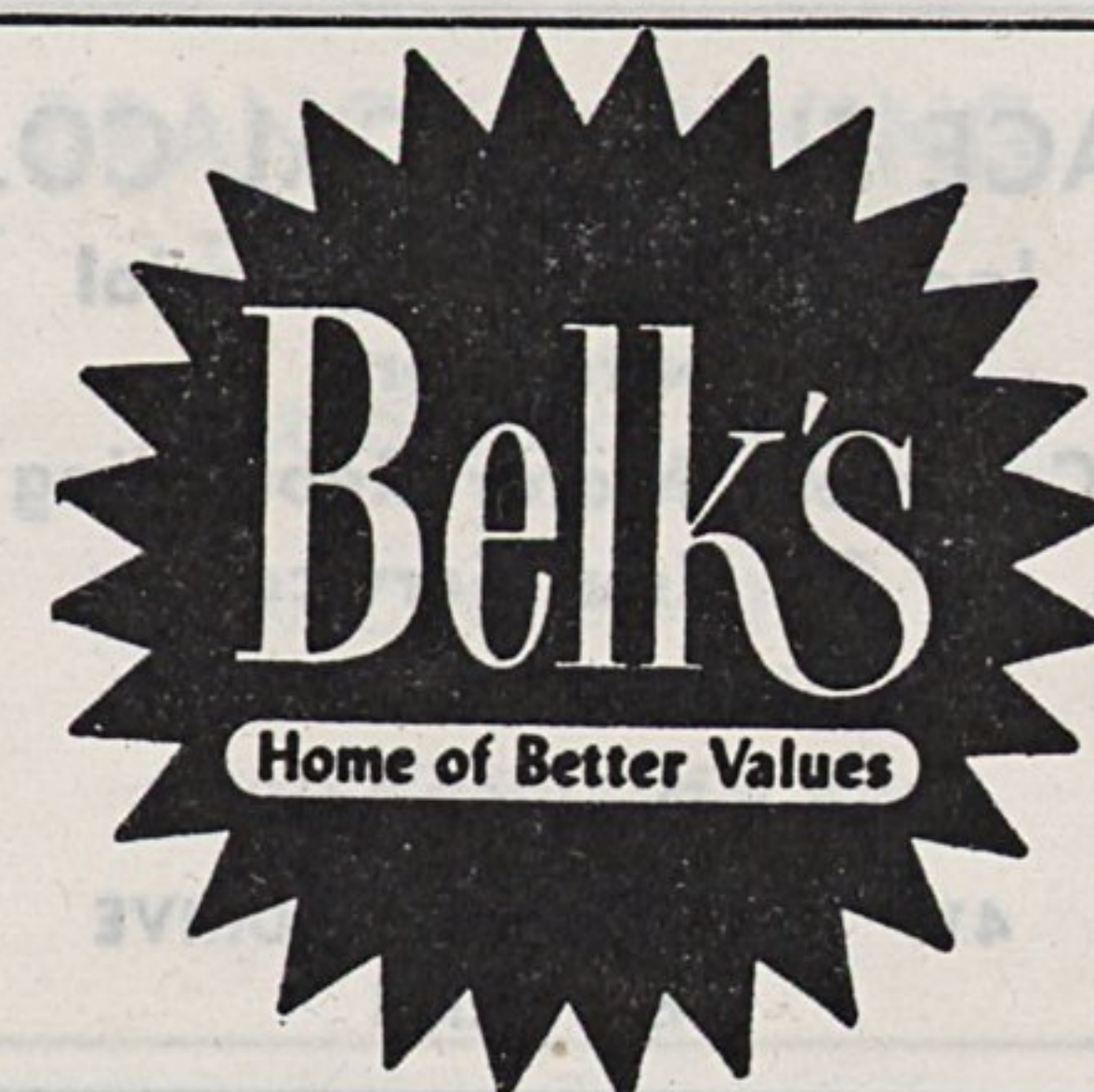
## Form Three Brigades.

During the unspirited day the Federals were formed into three brigades into the following order; General Foster to move up the country road, and attacked the Southerner's left and front; General Reno to move up the railroad, and turned on the Confederate's right; and General Parke to move up the railroad as a reserve.

Early on the morning of the 14th, as the head of the columns came into range of the Confederate artillery, the following dispositions were made: General Foster placed the 25th Massachusetts troops in line of battle on the right of the road parallel with the Confederate's entrenchments; the six naval howitzers were placed across the road; and the 27th and 23rd Massachusetts troops on the left side of the Road. General Reno, on the left, moved his brigade along the railroad in the following order; 21st Massachusetts, 51st New York, 9th New Jersey, and the 51st Pennsylvania. The first encounter was with the detachment of Confederates who were bringing the guns to the brick-kiln. The movement was checked and soon the right wing of the 21st Massachusetts, under Lieutenant-Colonel Clark, had charged through the opening and had captured the brick-kiln.

The Federals began pouring columns through this opening in the Confederates' main breastwork. On seeing this, the entire militia, composed largely of recruits undisciplined, began to abandon their positions in panic, and the utmost exertions of General Branch and his staff could not rally them. There was not a single man to reoccupy the gap left vacant, and seeing this, the battle lost, Branch's next care was to secure the retreat so his men would be prepared to fight another day. This was a critical operation, as the enemy, having pierced the center, had possession of the shortest roads to the two bridges, and besides could approach them at their pleasure with their gun vessels.

The remaining number of Branch's troops managed to cross



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the railroad bridge safely, setting fire to it behind them with the Federals on their heels. When Branch arrived in town, he found it in flames in many places and evacuated. Colonel Lee (Confederate) had already drawn his men up the Kinston road, and Branch, following on, directed all the officers that he was able to overtake to conduct their men to Tuscarora, the nearest depot. He proceeded there and made arrangements for the transportation of the troops to Kinston.

It is important to remember that General Branch went into battle with fewer than 4,000 men, who had very limited training, while Burnside's forces numbered 15,000 with experience in battle. Burnside's troops were equipped with the latest means of warfare. The troops of Branch were armed with "such weapons as shotguns, old horse pistols, brass pistols, sabres, cutlasses, and home-made swords. They appeared to have been manufactured out of carving knives, meat croppers, and the like, roughly adjusted into handles of common pine wood, and in many cases fastened with wires."

The total losses of the Confederates were as follows: 64 killed, 101 wounded, 613 missing or captured. The losses of the Union Army were as follows: 88 casualties and 352 wounded.

Some of the results of the battle, in favor of the North, may be enumerated as follows: The capture of nine forts, with forty-one guns; two miles of entrenchments, with nineteen field pieces; six 30-pounders not in position; 300 prisoners; over 100 strands of ammunition; tents and barracks for 10,000 troops; the State of North Carolina's second greatest commercial city; and the entire command of the Albemarle and Pamlico Sounds. Later, Burnside released the prisoners belonging to the New Bern district under parole.

The battle was a peculiar conflict. It was a battle fought in rain and fog. It may be doubted whether another such battle was fought during the war. The contest was somewhat stubborn, though not of long duration (little less than four hours), and the

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victory gained reflected, beyond all doubt, the power of the Union Armies.

Had Branch received aid and reinforcements from the Confederacy, he would have had little trouble in turning back Burnside and probably the entire history of the Civil War, from that time, would have been different from what it is today. But, as it was, the Confederacy was too busy in Virginia to head off the danger to the rear of her army. "Nothing more strongly marks North Carolina's subordination of her own interests to the welfare of her country than that her authorities consented at this crisis in her history, when her sons were being captured by the regiments and her territory being subjugated by the square mile, to the retention in Virginia of so large a number of her troops."

(This account was written by Joseph E. Zaytoun in 1939. It was first published in The Times, New Bern, N. C. Friday, March 31, 1939. Mr. Zaytoun, a local insurance man, is a member of North Carolina State Board of Elections.)

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New Bern Library Association	Mr. and Mrs. J. A. Kellenberger
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To these, and to the many others, including those who have loaned museum items, provided decorations, promoted the banquet, contributed advertising, or, in any other way have helped to make possible the Confederate Centennial Commemoration, we are grateful.

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