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JOURNAL OF THE NEW BERN HISTORICAL SOCIETY

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GOOD SHEPHERD HOSPITAL

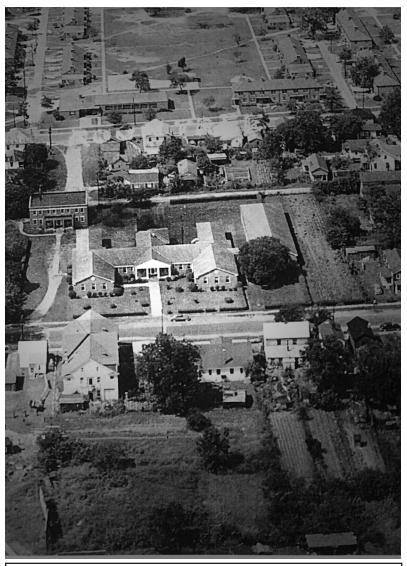
Carol Vivian Bonner Becton

When it came to hospital care, up until 1938 persons of color in New Bern effectively had none. Jim Crow racial prejudice was strong. Local hospitals only admitted Negroes in cases of extreme emergency. As noted historian Gertrude Carraway observed, the nearest hospital for Negro patients was eighty miles away (Gertrude Carraway, *Crown of Life: History of Christ Church, New Bern, NC 1715 – 1940,* New Bern, O.G. Dunn, 1940, p. 214). This situation was finally rectified when Good Shepherd Hospital opened in 1938. Although Good Shepherd existed as a hospital for African Americans in New Bern for only twenty-six years, its existence leaves behind a legacy that vividly entwines the effects and tells a story of "the best of times and the worst of times" in the history of our nation, our state, and the city of New Bern.

The genesis of Good Shepherd Hospital came out of the "Great Fire of 1922." The fire resulted in over a thousand homes, business, and churches being burned, and left thousands homeless and hundreds needing medical attention for injuries and illnesses. The majority of those affected by the devastation of the fire were Negroes, and there was no hospital to provide care to the hundreds needing medical treatment.

The Reverend R. I. Johnson, rector of the fairly new tenyear-old St. Cyprian's Episcopal Church, opened the doors of the church to serve as an emergency hospital for the victims of this disastrous fire. Local doctors and other community leaders pitched in to provide medical care, food and other assistance. In the midst of this tragic time a baby boy was born in this "Emergency Hospital" and his parents named him St. Cyprian Emergency Dillahunt. St. Cyprian's Episcopal Church served as an emergency hospital for at least four months.

Following this tragedy, Reverend Johnson recognized the dire need for medical facilities for Negroes in New Bern and surrounding areas had to be addressed. He then dedicated his efforts toward providing basic hospital care for the black community.



Aerial view of Good Shepherd Hospital. New Bern Historical Society Collection

Starting a hospital was in no way a small feat. A committee was formed. Reverend Johnson approached the Episcopal Diocese of North Carolina requesting and receiving permission to solicit funds. Eventually the Dioceses of Pennsylvania gave \$25,000; next the Duke Endowment contributed \$15,000; and the Diocese of East Carolina gave \$10,000. There were many other large and small donations from local and area communities, organizations and citizens. Among some of the donations was land donated by Reverend Edward Forbes. In addition special church services were held to raise funds, and special offering days were set aside in both white and Negro churches to help with fund raising.

Fifteen years after the Great Fire the dream of Reverend Johnson, "the good shepherd," finally was realized. Good Shepherd Hospital opened on June 26, 1938 as a 58 bed cottage-styled hospital located at 603 West Street on property that had been left to the Episcopal Diocese by Reverend Forbes. The building and equipment cost \$70,000, or approximately \$1,300,000 in 2019 dollars (Carraway, *Crown of Life*). It was a full service hospital. At the time of the opening it had both black and white staff. The black doctors were Dr. Hunter Fisher, Dr. William Martin, and Dr. William Mann. Noted white doctors involved were Dr. H.B. Wadsworth, Dr. R.N. Duffy, Dr. O.A. Kafer and Dr. C.H. Ashford.

Good Shepherd served the Negro community well during its twenty-six years of operation. Black nurses were recruited from black nursing programs across the state, such as St. Agnes Hospital in Raleigh, Lincoln Hospital in Durham, and Kate B. Reynolds Hospital in Winston-Salem. It was fully accredited by both black and white medical associations, achieving an "A" rating by the NC Medical Care Commission. Under the leadership of Mr. Ozie T. Faison, who served for many years as Superintendent of Good Shepherd Hospital, it was accredited by the Joint Commission on Accreditation of Hospitals. Mr. Faison commented at the time on how "shocked" the visiting officials were that a small institution with a limited amount of money could do what Good Shepherd had done.



Statue of the Good Shepherd, originally in the entry foyer of the Good Shepherd Hospital.

Courtesy of Carol Vivian Bonner Becton

Good Shepherd had departments including X-ray labs, operating rooms, delivery rooms, a nursery, an infectious disease clinic, and an outpatient clinic. As often noted by outside agencies, "a good taste and attractiveness" seemed to be a part of Good Shepherd's therapy.

Good Shepherd had outstanding leadership. In addition to the leadership of Ozie T. Faison, noted Craven County Medical Director, Dr. Sidney Barnwell, oversaw Good Shepherd Hospital's





Staff of Good Shepherd Hospital with their children, probably from the 1950s.

Courtesy of Norman Kellum Collection

transition from a private hospital into the public Craven County Health System. In 1954, a native New Bernian, Dr. Lula Disosway, returned home to serve as a medical director until it closed in 1964. (See the article "Gallant Lady: Dr. Lula M. Disosway" in this issue, page 71).

A good sense of the range of services provided by Good Shepherd and its impact on the community is provided by the report submitted by Dr. Disosway for the month of September, 1962, believed to be representative of monthly activity in the latter years of the hospital's operations. A few highlights, as seen in the accompanying exhibit, were that in this one month 224 patients were treated, 184 discharged of whom 138 were full pay and 46 were treated for free, and the average patients per day was 34. Forty-eight babies were delivered.

	THEROO	D SHEPHERD HOSPITAL	
	P.0.	DRAWER 1.699	
	NEW BER	N, NORTH CAROLINA	
Mr. John G. Dunn, Jr The Good Shepherd Ho New Bern, North Jar	apital	St	ptender 76
Dear Mr. Dunn:			
The Hospital report.	for the month of Se	eptember 1s as follows:	
Patients admitted Total treated Patients discharged			·· 224
CLASSIFICATION OF PA	TIENTS DISCHARGED:		
Medical Surgical Gyns E.E.N.T. Urology		Orthopedics O.B. Delivered O.B. Others Newborns	
PATIENTS DISCHARGED			
Part pay patients . Free Patients	******************		ian 46
DAY OF CARES			
Fart pay patients de Free patients Total patients	ya		194
DEATHS (NOT) INCLUDE	IIG STILLBORNS		
	I. m. S	Susses) -er M	2

Report of activities at Good Shepherd for the month of September, 1962, prepared by Dr. Lula Disosway.

Courtesy of Kellenberger Room, New Bern-Craven Public Library

With the end of segregation and after the Civil Rights Act of 1964, the Craven County Hospital opened it doors to all, and Good Shepherd closed as a hospital. The facility now operates as a "Home for the Aged."



Good Shepherd building as currently seen from the street, now Good Shepherd Home for the Aged.

Image from Google Maps, Street View

The history of Good Shepherd provides an outstanding example of how the black and white residents of New Bern have on occasion been able to overcome racial prejudice and accomplish great things.



GEORGE P. BENNETT – TALE OF A POWDER MONKEY

Claudia Houston

A fter the Battle of New Bern on March 14, 1862, New Bern was occupied by Union soldiers through the end of the Civil War in 1865. Men came from various geographic locations and backgrounds, each with their own family history. The stories of those who fought here, both Confederate and Union, provide a backdrop to the powerful struggle that consumed out nation. Through the years, much information from those times has been destroyed but family photos, diaries, newspaper articles and books have been preserved that continue to tell the story of the Civil War. An interesting story recently came to light about a young soldier who took part in the Battle of New Bern, and had an unusual claim.

After the Civil War, a series of newspaper articles appeared across the country asking the question, "Who was the youngest soldier in the Civil War?" In June of 1890, the *Salisbury Truth* newspaper in North Carolina published an article highlighting the story of George P. Bennett, who was present at the Battle of New Bern and claimed to be the youngest soldier in the Civil War. Several other newspaper articles added a few more details of Bennett's service. His story as recorded in these papers is as follows:

He was born in the city of New York December 7, 1852. He enlisted in the Union Army on the 14th of December, 1861 at the age of nine years and seven days. He was a private in the company of 2nd Lieutenant, Neil Larson, Company B, First Regiment, and New York Marine Artillery Volunteers and was honorably discharged January 17, 1863 having served one year, one month and three days. He was with the Burnside expedition and participated in the Battle of Roanoke Island and Newbern. He was presented with a pony by General Reno on the battlefield of Newbern. During the conflict at Roanoke young Bennett was constantly near the firing line, and before the battle of New Berne, N.C. Bennett was landed there with the forces and put astride a

cannon to ride through the deep sticky mud for which this region is famous. General Reno happened along and made the boy a present of a pony, saying: "Here, my boy is a live horse for you to ride." His photograph taken in 1861 shows him to have been a robust little lad, wearing the uniform of the boys who were known as "powder monkeys" in the naval service during the war." (*Salisbury Truth* newspaper, Salisbury, North Carolina, June 5, 1890, p. 3; *Democrat and Chronicle* newspaper, Rochester, New York, August 31, 1900, p. 7; and the *Buffalo Commercial* newspaper, Buffalo, New York, January 13, 1890, p. 2).



George Bennett in uniform.

Courtesy of Kristin Morris, descendent of George Bennett

These newspaper articles generated many questions. Why was George P. Bennett allowed to enlist at the age of nine? Did he have parents, and did they agree to his enlistment? Was he really at Roanoke Island and New Bern and was he given a pony by General Jesse Reno? What was a "powder monkey?" Was he indeed the youngest enlistee in the Civil War as the newspaper articles alleged?

An examination of census records, pension records, correspondence and family history reveals that George Penfield Bennett was born December 7, 1852, in New York City, the son of John William Bennett and Susan Marilla Newcomb. John W. Bennett was born in London, England in 1817 and appears to have immigrated to the U.S. with his father, Edward Bennett in 1833 aboard the ship, Samson (NY Passenger and Crew List including Castle Garden and Ellis Island, 1820-1857 M237, 1820-1897-Roll 018). Before George was born, John W. was both married and divorced. He then married Susan Newcomb in Jamaica, Queens, New York on April 17, 1851. In the New York State 1855 Census of Brooklyn, John Bennett is listed as being from England, age thirty-eight with the occupation of laborer. His wife Susan is listed as age twenty-two, and their son George, age two. The Bennetts would later have three other children together. The Bennett's would divorce in 1869 and John W. would be married two more times.

At the time of the Civil War, it was accepted practice to recruit young men and boys. In fact, the Civil War has been called the "Boys' War" due to the fact that so many boys under the age of seventeen saw active service in the Army (Moore, J. Arthur, *Boys of the Civil War Essay*, Virginia Center for Civil War Studies at Virginia Tech, 2010-2019). It is believed that at least 250,000 young boys served in the Union and Confederate armies, 60,000 of who were musicians. They served as regular enlisted soldiers, musicians, water carriers, cabin boys and galley helpers. Many assisted with the wounded and helped to bury the dead (Moore, J. Arthur, *Journey into Darkness, A story in four parts, Bugle Boys, Powder Monkeys, Etc.* by Jessica Winblad, May 5, 1995).

Regulations required that soldiers had to be at least eighteen years of age, but could be as young as seventeen if granted

permission by their parents. They had to pass a physical exam and be at least five feet three inches tall. Musicians, however, were excused from the height requirements and could be as young as twelve years old. Companies and regiments were usually recruited from local communities by teachers and ministers as well as businessmen and politicians. If these adults could enlist a number of recruits, they were issued commissions as commanding officers of the units for which they recruited. Many recruiters looked the other way when boys were accompanied by adult family members or they declared themselves orphans. In 1861-1862 President Lincoln forbade the enlistment of soldiers under eighteen under any circumstances, without written parental consent. President Jefferson Davis of the Confederacy also argued against recruiting anyone under the age of eighteen. While these were the rules, they were continually disobeyed (Moore, J. Arthur, *Journey into Darkness*).

Many boys who enlisted were looking for adventure or wanted to escape the drudgery of farm life. Some came from poor and lower class backgrounds and others were escaping difficult family situations. Many lied about their age or declared themselves to be orphans. Several boys earned the Medal of Honor. During the Civil War and for several years after the war ended, there was great interest in the stories of these young boys. There are many documented instances during the Civil War in which young boys enlisted with their fathers or other family members, and the Bennetts are an example of that practice. Prior to the outbreak of the Civil War, John W. had a history of piloting ships. Thus, when the War began, he enlisted and became Captain of Transports for the Union Army from January 1862 through 1865. He later was appointed Ensign in the naval service but had to resign due to disability (51st Congress, 1st Session Report 3431-John W. Bennett). John W. became Captain of the transport ship "Cossack" and George P. sailed on board with his father as an enlistee with the 1st Marine Artillery (Annual Report of the Adjutant-General of the State of New York for the Year 1897, Registers of the Marine Artillery and First to Thirty-Fourth Batteries, transmitted to the Legislature January 24, 1896).

The 1st Marine Artillery was known alternatively as Howard's Artillery or the Naval Brigade. The regiment was organized at New York City from recruits raised there as well as in Chicago, Buffalo, Newark and Washington, DC. The regiment was mustered into service between November 12, 1861 and August 18, 1862. They were an amphibious military force, and because the members of the unit were artillerymen they manned naval howitzers. The unit was sent with the Burnside Expedition in 1862 and served almost their entire service on the coast of North Carolina. The Marine Artillery was distinctly dressed in "blue jacket, blue jumper, blue flannel shirt, straight gray pants with red stripe, blue forage cap..." very much like a naval uniform. They were one of the most unusual and little known units in the Civil War. The popular name for them from their fellow troops in North Carolina was the "Horse Marines." (McAfee, Michael, "First Regiment, New York Marine Artillery, 1862-1963, Military Images, Volume 22, No. 6, May/June 2001, pp 31-32, published by Ronald S. Coddington).

George's official role in the First Marine Artillery was that of "Powder Monkey." Powder Monkeys originally served on ships of the British Royal Navy during the Age of Sail (circa 1571-1862). Boys were used because their small size allowed them to move more easily in the limited space aboard ship between decks. The moniker "powder monkey" was given to the boys who had the duty of running from the powder magazine to the cannons with a load of highly flammable gunpowder, while dodging gunfire from enemy ships. When the United States established their own Navy in the late 1700's they followed the example of the British fleets and added "powder monkeys" as a part of their crews. This job became known as one of the most dangerous and terrifying jobs on board a ship because if the ship were hit by enemy cannon while being loaded, destruction and the loss of lives of the powder monkeys and gun crew was an almost certain result. The use of "powder monkeys" had gone out of favor before the War of 1812. However, during the Civil War, with the establishment of the Union and Confederate Navies, "powder monkeys" once again became an essential part of the crew and this practice continued until 1920 (Lower, Becky,

History Imagined-The Powder Monkey, Jan 11, 2019, <u>https://</u> <u>historyimagined.wordpress.com/2019/01/11/the-powder-monkey/</u>).</u>

Powder monkeys, while technically required to follow the legal age regulations, were usually drafted based on height and speed rather than age. They were legally required to be at least four feet, eight inches tall, but it was important that they be strong enough to perform their task. They also had to be short enough so they could be hidden behind the ship's gunwale while they sped back and forth in the limited space beside their assigned gun and the magazine. While they were not an official member of the gun crew, they were essential during battles and were paid \$10 per month plus regular seamen's rations. Recruits of the Marine Artillery were promised \$18 a month, which was the same as naval seamen, instead of \$13 a month as a private (Schwartz, Marcie, *Children of the Civil War: On the Battlefield, Youth in Wartime*, p. 6).

George P. Bennett was at both the Battles of Roanoke Island and New Bern. After the Union victory at Roanoke the Burnside Expedition set sail for their next target, New Bern. The fleet sailed up the Neuse River on March 12, 1862, and on March 13th, the brigade reached land. The march north toward New Bern proved difficult as an incessant rain caused the area to be extremely muddy. Captain John W. Bennett had volunteered to bring the artillery, but the sixgun battery was so bogged down that the Marines could no longer pull it. The 51st Pennsylvania assisted the men and not only pulled the Marine Artillery battery inland but also pulled the two rifled guns brought ashore by Captain Bennett. They pulled the guns through the rain for more than fourteen miles until they were within range of the Confederate works that surrounded New Bern. From observations of the men, it was clear George went ashore with his father and fellow Marines as it was described that he was astride the cannons they were trying to pull (Willis, Rob, Warfare History, Assault on Burnside's Bride at the Battle of Antietam https://warfarehistorynetwork.com/daily/assault-on-burnsides-bridge-at-the-battle-of-antietam/).

George was honorably discharged on January 17, 1863 after a year and one month of service. His father wrote a letter on George's behalf, stating that his son's health was suffering. His discharge was soon approved by the Secretary of the Army, CM McKeever, Chief Adjutant General of the United States.

As an adult, neither George's health nor his personal life were positive. On August 19, 1904, he was admitted to the U.S. National Home for Disabled Volunteer Soldiers in Wisconsin; he was discharged November 23, 1904 for being AWOL. In 1905 a newspaper article appeared citing George's history in the Civil War, but there was an added piece of drama.

"Sick and discouraged, saying he had not long to live, George P. Bennett applied to the County offices yesterday for transportation to Chicago where he would find friends to help him on his way to the Soldier's Home at Hampton, Virginia." (*Rock Island Argus*, Rock Island, Illinois, February 2, 1905, p. 2.)

George was admitted to the US National Home for disabled Volunteer Soldiers in Hampton Roads, Virginia on November 14, 1909. He died there that same day due to chronic gastritis. He was buried at the Hampton National Veteran's Cemetery, in Hampton Roads, Virginia.

Was George P. Bennett the youngest soldier in the Civil War? No. He may have been the youngest soldier from New York, but he was not the youngest soldier in the Union Army. For example, Avery Brown was mustered into Company C, 31st Ohio Volunteer Infantry at the age of eight years, eleven months and thirteen days. He lied about his age and claimed to be twelve on his enlistment papers. Avery served as a Drummer for Company G, and according to his gravestone he was known as the, "Drummer Boy of the Cumberland" and "The youngest Enlisted Union Soldier of the Rebellion." (https://www.findagrave.com/memorial/10542740/avery-brown) An even younger Union soldier and perhaps the youngest Union soldier to fight in the Civil War appears to be a boy named Edward Black (https://www.findagrave.com/memorial/8537242/edward-black). Edward was born on May 30 in 1853, making him just 8 years old when he joined the Union army on July 24, 1861 as a drummer boy for the 21st Indiana volunteers. Even younger boys may have joined the Confederate army, but most of the relevant records have been destroyed.

George P. Bennett was among the youngest boys recruited in the Civil War and it is difficult to understand what he experienced and how it affected his life. Was he really given a pony by Brigadier General Jesse Reno? Nothing has emerged to substantiate that claim; however, it seems an unlikely misstatement as it could have easily been refuted at the time. We do know George was in the midst of the battles of Roanoke Island and New Bern and served admirably as a powder monkey on board the Cossack and with the 1st Marine Artillery.



"BARBOUR BUILDS BETTER BOATS"

Susie Rivenbark Perry

B arbour Boat Works, Inc. was one of New Bern's oldest and most substantial industries up until its closure in the mid 1990s. Master carpenter and shipwright Herbert William Barbour founded the company in 1932 after working as superintendent for the Meadows Company shipyard in New Bern during World War I and until it folded in 1931. He had designed and built eight ocean-going barges for the U.S. Navy for the World War I effort during his superintendency. The Barbour operation began on a fifty-five foot section of land on the Trent River on which Barbour built a marine railway and boat building shops (Catherine Landis, "History of a Shipyard," *Gazette*, September 2, 1981, p. 3, New Bern NC edition). In 1933 his son-in-law Rembert Reginald Rivenbark joined the firm, and became president of the shipyard after Barbour's death in 1957.

Herbert Barbour grew up in Swansboro, North Carolina. In his childhood in he watched local boat-builders skillfully fashioning local watercraft with only wood and hand tools. Barbour developed a love for building boats that he put into action in his youth by building skiffs for people in the Swansboro community, working in his backyard with only hand tools. Eventually this love led him to design all but two of the more than two thousand boats built by Barbour Boat Works prior to his death. He held high standards for the firm's craftsmanship and took great pride in his boats, personally devising the firm's slogan "Barbour Builds Better Boats" that routinely appeared in advertising and promotional material over the year ("Childhood Love Leads to Big Business for Herbert Barbour," *Carteret County News-Times*, Fishing Edition, 1955).

For most of the years of its operation Barbour had three somewhat distinct activities: construction of commercial and military vessels, repair and overhaul of such vessels, and production of small wooden pleasure boats.

In the early days the shipyard had a three to four person workforce building wooden boats. These boats included virtually anything the customer wanted that was within the capabilities of the facility,

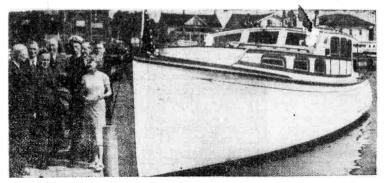


Aerial View of Barbour Boat Works Courtesy of Rivenbark Family

initially small pleasure boats and later motor cruisers and commercial boats up to forty feet long. Barbour built for customers from Philadelphia to Miami; satisfied buyers included party boat skippers and the North Carolina Department of Conservation and Development. By the late 1930s it was evident that Barbour's shipyard was a successful endeavor. With steady work in commercial and pleasure vessels, the boat-building shop and stock room doubled in size and two marine railways were added to the property ("Childhood Love").

During this period the pleasure boat segment of the business became larger and more visible. This is evidenced in a large, high-quality folding sales brochure, consisting of four panels each 9" X 12", from the late 1930s. It contains eighteen photos of actual boats in the Barbour line, ranging in size from rowboats ("available in lengths from 8' to 20') to the 40' Sports Cruiser ("equipped with a 100 horsepower Superior engine for speeds up to 16 miles per hour"). The range included outboard runabouts in various sizes, small outboard racing runabouts (racing boats were always a part of the Barbour line), 16' sea skiffs with "Briggs" (predecessors to Briggs & Stratton) engines, and 24-foot sea skiffs available in "Deluxe, Standard Offshore, and Special Offshore" (raised forward

CATHARINE OF CARTERET CHRISTENS CABIN CRUISER CROATAN WITH CLAMJUICE



CARTERET COUNTY clam-juice and not the the traditional champagne was used by pretty Miss Catharine O'Bryan of Beaufort when she christened the Croatan, new state fisheries patrol which will make its base at Manteo. The bottle was smashed in the presence of Director R. Bruce Etheridge, Capt. John Nelson, fisheries commissioner, conservation board members Josh Horne, Rocky Mount, Roy Hampton, of Plymouth, Col. James L. McNair and others. Capt. Tom Basnight, of Manteo, is skipper of this new 40-foot vessel which cost approximately \$10,000, and was built by Barbour Boat Works in New Bern. Deisel powered the vessel has a top speed of 16 miles per hour.—(Photo by Bill Baker—Cut used through courtesy Greensboro Daily News)

40-foot State Fisheries Patrol Vessel "Croatan," built by Barbour Boat Works in 1939.

Courtesy of Tryon Palace

deck) versions. The sailboat line featured Comet, Snipe, and other racing class sailboats—boats built to strict specifications in order to place the racing emphasis on the skill of the sailor rather than trick features of the boat. All of these boats would have been "standard" boats, built to order from standard plans, but, and as the brochure copy stressed, all could be customized.

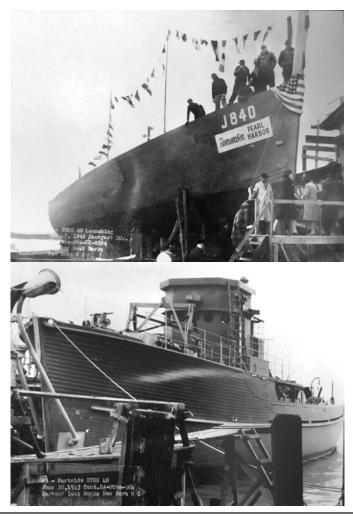
All of the Barbour pleasure boats were built with high quality materials, including teak and mahogany planking and copper or bronze fastenings and hardware. Some of them incorporated Weldwood, an early high-quality plywood. They were guaranteed to be safe, fast, and leak-free (Manuscript Collection Materials: Barbour Boat Works Inventory, Collection No. 758, Box 172, folder G, "Here They Are!" advertisement proof, Special Collections Department, East Carolina University).



Several pleasure craft offered for sale by Barbour Boat Works from ca. 1938 sales brochure.

New Bern Historical Society Collection

World War II led to Barbour Boat Works, Inc.'s first real spurt of growth in building large vessels. Toward the end of 1940 the company began to plan for the shipyard's part in the rearmament movement. Recognizing its expertise in wooden vessel construction, from 1940 through 1944, the United States Navy contracted with the shipyard to build sixteen wooden warships. All of these ships were larger than any craft previously built in the shipyard. To accommodate these large vessels the shipyard expanded to cover an entire street block. Employment increased from forty employees to over twelve hundred, making it one of the largest wartime employers in eastern North Carolina. The World War II effort inside the shipyard was a cultural legacy of eastern North Carolina. As Rembert R. Rivenbark recounted to a local newspaper in the 1980s "we never canvassed for people, they just came in. They trained on the job and they learned fast. A spirit of urgency was communicated to everyone. It was marvelous to see the effort." ("Childhood Love.")



Launching and completion of Minesweeper BYMS 40, built for Britain By Barbour Boat Works as part of Lend-Lease Program, 1942-1943.

(Hulls were launched before completion in order to free ways for construction of other vessels.) Barbour Boat Works Inventory, Joyner Library, East Carolina University

Barbour built eight minesweepers, four net tenders, and two salvage ships for the United States Navy. As it turned out, the Navy only used two of the net tenders; the other vessels were sent to England as part of the Lend-Lease program. The two salvage ships were 186 feet long and fourteen hundred tons in displacement (weight), making these the largest wooden vessels by displacement constructed in the country during World War II. These salvage ships could rescue other ships and cargo from peril by towing, refloating, or repairing them. The four net tenders, 187 feet long, were used for laying and maintaining anti-torpedo and anti-submarine nets. These ships could lay nets around an individual ship at anchor or around harbors and other anchorages. The minesweepers, 136 feet long, were perhaps the most notable contribution from Barbour Boat Works, Inc. during World War II. These wooden naval vessels cleared mines from sea-lanes and also cleared a path through minefields so that other warships could engage in battle or launch amphibious landings ("Childhood Love").

World War II opened up new opportunities for Barbour Boat Works, Inc. in addition to military contracts. Before the war there were few inquiries from businesses asking the company to build commercial vessels for their purposes. By 1945 circumstances had changed. During the war, Rembert Reginald Rivenbark wrote many letters responding to inquiries in the fashion of this March 1, 1943 correspondence: "for the duration of the war we are 'ALL OUT' for Defense. However, we are keeping a current file of all inquiries for when it is possible to again turn our attention to crafts of that type." (Manuscript Collection Materials, Box 109, folder C.)

Post-war, inquiries from all over the nation were flowing into the secretary's office. By 1948, Barbour Boat Works, Inc. had received inquiries internationally for vessels, including inquiries from the Congo, Bolivia, Lebanon, Egypt, and Malaysia (Manuscript Collection Materials Box 131, folder A).

In addition to constructing vessels for individual owners and commercial businesses, Barbour focused on repair work and continued to expand the shipyard following the war. In 1945 Barbour Boat Works, Inc. established a propeller reconditioning shop, servicing vessels from the Chesapeake Bay to Miami. The shipyard underwent an ongoing rehabilitation process for normal peacetime business that



19-FOOT SPORTSMAN OUTBOARD CRUISER

Everyone acclaims the Barbour Sportsman as the outstanding family outboard cruiser. Its nineteen feet of real cruising confort will win your immediate approval. It is big, rugged, seaworthy, smooth running, dry and performs to perfection with any outboard motor, 10 to 50 H.P. giving speeds ou to 30 M.P.H. Its backy construction features malogany lap-strake planking, oak keel, 5-ply super-harbord hotom, brass and bronner fastenings.

Other features include a large glass cabin windshield which opens full with plus four large glass and windows; two 6% banks, 55° cabin headroom, large how locker, removable floor bands, 4° forward deck and 86° at cockpit). Hull and superstructure have contrasting color and all mahogany trin is natural finished. No other outboard cruites will give you greater satisfaction or longer service



131/2' SKIPPER e smooth side boats with spray re-ag rails are real gems; dry, fast and y, 133/2 for motors up to 25 H.P. has seats and center deck dash with

111/2', 131/2', 14' Racing Rockets

ACING NUCREIS re the boats that are making on the race courses everywhere, sed circuit and marathon. They for top speed, lasting endurance performance. The 11½ size is for to 22 H.P. motors: the 13½ and els handle to perfection with the available motors.



See the NEW BARBOURS at your dealers and at the BOAT SHOWS

12' AND 14' UTILITY These outboard sca skiffs, ideal for most any power, are real thrillers for any boating purpose. 12 model has 5914" beam. 14 model has 6914" beam Each has good seating capacity, center deck and dash with usable compartments. Bow locker optional. Planking mahogany.



15 VACATIONER Especially designed for motors develo 10 H.P. to 50 H.P. to give swift, dry smooth planing performance. Lap-st construction and mahogany trim. Th a real roomy boat with 66" beam and s six with plenty of room for duffle.

19' SPORTSMAN INBOARD RUNABOUT

runaboute cruiser hun linder marine en t, fast, dry and sm f seating capacity his inboard oot lap-strak 60 H.P. 4-cyl



19-FOOT INBOARD CRUISER

Our Sportsman Cruiser, which has proved itself to be just about the most efficient small cruiser for inboard power is now available with 60 H.P. 4-splinder marine engine at a sur-prisingly low cost. A sweeter running cruiser, see illustration, is almost impossible to find even in boats twice its size.

Write today for further information, please state whether outboard or inboard cruiser, outboard or inboard open boats!

BARBOUR BOATS, Inc.

New Bern, North Carolina

Advertisement copy showing range of Barbour Boats in 1953.

Courtesy of R.W. McEnally

was completed in 1955. By that time the shipyard also maintained a complete machine shop capable of any general repair work.

In 1948 Herbert Barbour and Rembert R. Rivenbark founded another business that worked under the management of Barbour Boat Works, Inc. This new business was the Marine Trading Corporation, a towing operation along the coasts of North Carolina, South Carolina, Georgia, and Virginia. The Marine Trading Corporation transported raw materials such as marle, rock, and other aggregate materials to job sites for highway construction and other construction projects via its barges (Manuscript Collection Materials, Box 95, folder B).

In the postwar years the pleasure craft line became relatively more important in Barbour Boat Works' activities. No pleasure boats were built during the war years, but with peace the company quickly geared up its production of such boats, starting with their basic models. An advertisement in *Yachting Magazine* for May 1946 featured their Deluxe Utilities, outboard-powered, in 12 and 14-foot lengths, and by October of that year they were advertising their fancier14-foot Special Deluxe Runabout. These boats had plywood bottoms and lapstrake sides, the type of construction that typified nearly all Barbour's non-racing postwar models. They were handsome, light, seaworthy, and well suited to propulsion by a new generation of outboard motors then coming on the market. The lapstrake (sometimes "lap-streak" in Barbour promotional material) planking served as multiple spray rails that contributed to a dry ride, while the plywood bottoms resulted in a boat that was comparatively light and leak-free. Because of the plywood bottoms and light weight, these boats performed well as "trailer boats" that were becoming popular with the advent of better engineered trailers and the increasing availability of boat launching ramps. Most were were stock boats, built to standard designs for inventory and eventual distribution through dealers rather than being custom-built to order. A branch of the firm called "Barbour Boats" specializing in wooden boats was established (Manuscript Collection Materials, Box 131, folder C).

In 1947 an 18-foot Sea Skiff was introduced, followed by the 13.5-foot (and later, 11.5-foot) Skipper in 1948 or 1949, a moderately priced line with plywood rather than lapstrake sides. In this same period the Rocket line of racing outboards was reintroduced, initially in 11.5 and 13.5 lengths. (Model names and specification presented herein are drawn from various Barbour advertisements in *Yachting Magazine* unless otherwise indicated.) In 1949 these boats enjoyed considerable success in the Albany to New York [City] Marathon, an all-out outboard race down the Hudson River, in which Barbour boats won "six cash prizes" and 60% of the Barbours entered ended "in the money" (Barbour advertisement in *Yachting Magazine*, 1950). 1949 was also the first year Barbour displayed its product at the New York Boat Show, a major event in watercraft marketing at the time (Lindy Cummings, New Bern Historical Society Lunch & Learn Presentation, May 12, 2019).

With the passage of time boats in the Barbour line became longer and more elaborate. In 1951 an upgraded version of the utilities, the Vacationer, was introduced, initially in 15-foot length and eventually 16-foot length as well, while in 1952 a 19foot Sportsman Outboard Cruiser was added to the line, joined in 1953 by an inboard version of the same boat, as well as an open Sportsman Inboard Runabout based on the same hull. In 1954 the cruisers, now the "Overnighters," available in either outboard or inboard versions, were increased in length to 21 feet; they featured "a stove, icebox, fresh water tank, enclosed toilet, cabin lights, and two fitted bunk mattresses;" once again an open Sportsman Runabout based on this hull was offered. In 1957 development of the Barbour line culminated in the Silver Clippers, initially in 16 – and 19-lengths, with a 22-foot version added in 1958. Silver Clippers were built to the highest standards, with extra exposed woodwork "finished bright" (varnished), and a stem profile with a curvature reminiscent of the bows associated with the clipper ships of an earlier era. In 1958, possibly the high water mark of Barbour Boat production, the lineup featured twenty-one different models. (Regrettably, no production figures for Barbour boats are known to exist.)

Another development associated with Barbour's pleasure boat activity was the addition of Reggie's Outboard Service in 1955. Complete with a servicing shop for outboard motors, Reggie's Outboard Service sold boats, motors and sporting goods. The shop began with Rembert Reginald Rivenbark Jr.'s (Reggie, grandson of Herbert Barbour and son of Rembert Reginald Rivenbark) interest in racing outboard motorboats. He needed a special mechanic to service the small motors of his racing boats. Herbert Barbour decided to offer such service to more than just his grandson, and opened Reggie's Outboard Service to cater to the general public. It was located on the Boatworks property, facing on South Front Street. Small boat owners spread the word on the capable work of the shop across eastern North Carolina, and the shop was a success. Reggie's Outboard Service was the sole local dealer of Barbour's wooden pleasure craft.

In the 1960s fiberglass began to displace wood for pleasure craft construction. Fiberglass appeared to represent a daunting and drastic change for the firm. Rembert Reginald Rivenbark noted that "we didn't want to go into fiberglass production; neither could we fight the strength of, say a Chrysler, which had gone into fiberglass [Yes, Chrysler built a variety of pleasure boats in the day, even had its own line of outboard motors] and which had unlimited resources." (Landis, "History of a Shipyard.") Therefore, and like many other wooden pleasure boat builders in this era, the Barbour Boats business was closed in 1962.

The 1950s marked other turning points for Barbour Boat Works, Inc. The shipyard built a craft in 1954 that drew considerable attention. Barbour constructed the 47-foot vessel Porpoise II for Marineland Studios in Florida. The craft was highly innovative, built with tanks of circulating seawater, making it possible to transport specimens caught in the ocean to Marineland. ("Childhood Love Leads to Big Business for Herbert Barbour"). The vessel also appeared in the movie "Revenge of the Creature," sequel to "The Creature from the Black Lagoon." (William B. Rivenbark, personal interview by author, November 23, 2009). The interest aroused by the Porpoise II added to the growing national interest in Barbour.

Another development during the 1950s was the expansion of the marine railways. The shipyard's marine railways for the first time reached capacities ranging from thirty to twelve hundred tons. These railways serviced much of the fishing fleets of eastern North Carolina, especially shrimping vessels and trawlers. The shipyard serviced these vessels by scraping barnacles and other marine deposits off of the hulls, re-caulking them, servicing the engines, and repairing the propellers. Steel vessels, including military vessels, were also hauled on these railways for repair. Typical services, in addition to servicing engines and repairing propellers, included sandblasting rust removal and exterior painting (William B. Rivenbark personal interview).



1949 Barbour Boats 14-foot Utility. This model was offered in 12' and 14' lengths, and in 15' and 16' lengths as the Vacationer. It was the most popular and longest running model in the Barbour Boats line. Courtesy of John and Beverly Peacos, owners and restorers

Around this time Barbour added a complete diesel parts supply division to the shipyard. While gasoline engine support had been an activity of the shipyard from the beginning, in the postwar years diesel power had become standard on commercial vessels and larger yachts. The diesel supply division served to support the construction and repair of such craft. However, the biggest turning point for the shipyard in the 1950s was not diesel but steel.

In 1957, Barbour Boat Works, Inc. underwent one of its biggest changes to date: the conversion from wood to steel for large vessel construction. The shipyard was rehabilitated and converted to a steel working facility where steel craft replaced wooden Barbour designs for large government and commercial ships.

The first steel vessels built by Barbour Boat Works, Inc. were four 116-foot double-ended ferries for the State of North Carolina. These were the State's first steel ferries (Landis, "History of a Shipyard"). Barbour built an eighty-two foot pipeline dredge, a specially designed fifty-five foot tugboat, and a seventy-five foot



NEW BERN, NORTH CAROLINA

"Barbour Builds Better Boats"

Cover of sales brochure for Barbour Boats, 1958. The motor on this boat, a 22-foot long Silver Clipper, screams 1958.

Courtesy of R.W. McEnally

hydraulic dredge for the state of North Carolina. (Manuscript Collection Materials, Box 95, folder B). Barbour Boat Works, Inc. also held lucrative contracts with the United States Navy, the United States Coast Guard, and the United States Army Corps of Engineers. In 1961 the shipyard constructed a sixty-foot prototype steel fireboat complete with all firefighting equipment for the United States Navy. This vessel continues in use today at the Norfolk Naval Shipyard in Portsmouth, Virginia. In 1969 Barbour Boat Works, Inc. built a submersible demountable submarine tender, also for the United States Navy. The purpose of this submarine tender was to supply and support submarines that have small storage capacity (U.S. Navy, Ships, Aircraft and Weapons of the United States Navy (Washington, D.C.: Department of the Navy, Office of Information, 1984, p. 31). For the United States Coast Guard the company constructed six specially designed sixty-five foot steel tugboats for various towing purposes. The shipvard delivered



Ferry "Sandy Graham" built by Barbour Boat Works for North Carolina Ferry Service, launched 1957.

Courtesy of Rivenbark Family

the completed vessels to the United States Coast Guard in 1962.

Barbour's steel vessels were also in demand from individuals and industrial companies. A ninety-three foot steel yacht was the largest boat constructed by the shipyard for private interests. In 1968 the company made a notable contribution to the commercial fishing world by building twin eighty-six foot scallop trawlers. These trawlers drew considerable attention from the scalloping industry and the United States Bureau of Commercial Fisheries as representing a major break-through—the packaging of seafood while at sea. In 1969 the shipyard built a one hundred and fifty-five foot seagoing tanker for the major oil company ESSO (now Exxon). The shipyard built an even larger tanker for the same company in April 1972, measuring two hundred and thirty feet in length, making this the largest ship built in the state of North Carolina after World War II (Manuscript Collection Materials, Box 95, folder B).

The outbreak of the Vietnam War in the 1960s returned the shipyard to once again constructing wartime vessels for the United States Navy. The shipyard constructed ten armored troop carriers for use in the Vietnam War effort. Five of these carriers were outfitted with helicopter landing platforms, making these fifty-six foot vessels the smallest aircraft carriers in the world at the time (Manuscript Collection Materials Box 95, folder B).

The decade of the 1980s was a fairly quiet time for the shipyard. Barbour Boat continued to build and service essentially the same craft for the same clients since its conversion to steel in 1957. With the shipyard at its lowest employment in ten years, Rembert Reginald Rivenbark attributed the reduced workforce to the lack of work. New construction was scarce within the shipvard during Ronald Reagan's presidency, but even the repair work was difficult for Barbour Boat Works, Inc. during this time because of the increasing size of vessels previously serviced. The shipyard could only handle craft drawing no more than twelve feet and no wider than forty-two feet in width. These restrictions arose from the depth of the Neuse River approaching New Bern and the size of the railroad trestle between the Trent River boatyard location and the opening of this river into the Neuse River; the drawbridge opening in the trestle was only forty-two feet wide. Rembert Reginald Rivenbark summed up the situation: "we are capable of doing the jobs; it's just that we have this little bridge over here." (Landis, "History of a Shipyard.")

Other North Carolina shipyards, including Wilmington and Elizabeth City shipyards, declined further in production and eventually closed in the early 1990s. Rivenbark and Barbour Boat Works, Inc. held on to business until the mid 1990s, when Rivenbark made the decision to sell the property to the state of North Carolina. Barbour Boat Works, Inc. was the last shipyard to close in the state of North Carolina (William B. Rivenbark personal interview).

Susie Rivenbark Perry is a great-granddaughter of Herbert Barbour.



ANDREW CHAPEL:

A STORY OF RACE, FAITH & CULTURE IN 18th CENTURY NEW BERN

Brenda and Bernard George

Andrew Chapel was the second oldest church in New Bern and for many years the largest in number of congregants. In the first four decades of the 19th century its congregation was racially mixed. Later it devolved into two prominent and historically significant churches, one white and one African American, neither of which have retained the Andrew Chapel name. For this reason, and since no physical evidence of it remains, its role in New Bern's history has largely been forgotten. Only a state historical marker in the 400 block of Broad Street, directly across from the Firemen's Museum, denotes its existence.

The story of Andrew Chapel begins with the founders of Methodism, John Wesley (1703-1791) and his brother Charles (1707-1788). Early in their careers they were sent as Church of England missionaries to the colony of Georgia, arriving in March 1736 for what would be their only visit to America. John Wesley's commission from the governor of the colony of Georgia gave him authority to preach to the white settlers, Indians, and Negroes. Their mission was not very successful, and both returned to England disillusioned and discouraged. After Wesley had his "heartwarming experience" on Aldersgate Street in London in 1738, he returned to his hometown of Epworth and attended St. Andrew Church where his father Samuel had served for nearly forty years. John Wesley had been baptized in St. Andrew Church, and when the rector who replaced his father refused his offer to preach there Wesley delivered sermons from atop his father's grave in the church cemetery and for two weeks drew increasingly large crowds. This openair preaching is said to have launched the Methodist movement.

To strengthen the Methodist work in the colonies John Wesley sent two lay preachers to America in 1769, Richard Boardman to New York City and Joseph Pilmoor (sometimes Pilmore) to Philadelphia. In 1772 Pilmoor made his way south and reached New Bern on December 24th. He arranged to preach for several days at the County Courthouse, then on the northeast corner of Broad and Middle Streets. He recorded in his journal that he was well received by the "genteel" and respectful residents in New Bern, more so than he would have expected in his native England. Indeed, the residents gratefully provided him with a gift of money on his departure to help defray his forward expenses. Shortly thereafter he continued toward his intended goal, Savannah, Georgia. In his returning journey to Philadelphia the following March he stopped again in New Bern. The result was the formation of an informal Methodist Society in New Bern, which met in various locations.

Circuit riders and other Methodist leaders visited New Bern often. Between 1785 and 1807 Methodist bishops also made occasional visits to the town. Among the most influential church leaders to visit New Bern during the formative years were Richard Wright and Francis Asbury, both sent by John Wesley to assist the growing American Methodist societies. Bishop Asbury, a leading figure in early American Methodism, preached in New Bern fourteen times. On December 15, 1796, Bishop Asbury reported "I had never viewed the situation of this town before: it is the image of Charleston, (S. C.) Neuse and Trent have a likeness to Cooper and Ashley rivers. This is a growing place. Our society here, of white and coloured members, consists of one hundred... Should piety, health, and trade attend New Bern, it will be a very capital place in half a century" (Francis Asbury, Journal of Rev. Francis Asbury, Bishop of the Methodist Episcopal Church In three volumes, New York, 1852. Volume II, pp. 325-326). "Newbern" is recorded in 1797 as having a membership of 296 whites and 387 coloreds (Minutes of the Annual Conferences of the Methodist Episcopal Church for the Years 1773-1828, Volume I, T. Mason and

G. Lane, for The Methodist Episcopal Church, New York, 1840).

The early eighteen hundreds were a period of substantial growth and development for Andrew Chapel. After visiting New Bern in late January of 1802, Asbury recounted that he "judged it needful to make some temporal and spiritual arrangements for the society in Newbern" and that "We made a public collection which amounted to nearly sixty dollars; and parted from our brethren, whom we left full of good resolutions to finish the house of God: the African Methodists also were about to build a place of worship" (Asbury's Journal, Volume III, p. 50). With Asbury's enthusiastic endorsement a formal Methodist organization was established, and a church building was erected in 1802 at the corner of Hancock Street and Pleasant Alley (later Church Alley) on a lot acquired by the Methodist Society in 1795. This was only the second church to be built in New Bern, the first being the (Anglican) Christ Episcopal Church from a century before. (Text accompanying Andrews Chapel historical marker.)

According to a local newspaper account of the church and its history, "The original building was soon found to be too small for the congregation, and it was enlarged by adding to its length, hence its long narrow appearance." ("Hancock Street Church. Formerly Andrew Chapel," The Daily Journal [New Bern, North Carolina] 24, April, 1892, p. 1). Prominent local historian Miss Gertrude Carroway in Crown of Life states that an article written in 1818 reports "The Methodists, the most numerous society of Christians in the place, have a very large and convenient chapel, and are supplied with a regular succession of able and evangelical preachers" (Gertrude Carraway, Crown of Life: History of Christ Church, New Bern, NC 1715 -1940, New Bern, O.G. Dunn, 1940, p. 133). The Methodist church building was further described in an 1819 account as a rudimentary two-aisle structure with neither steeple nor bell, and according to a description written in 1862 by Vincent Colver, Superintendent of the Poor under Union General Ambrose Burnside, "The church had a gallery all round, and seated about six hundred" (Vincent Colyer,

"Report of the Services Rendered by the Freed People to the United States Army in North Carolina, Civil War Era NC," 1864, p. 36).

The structure was initially referred to locally as the Methodist Meetinghouse or Methodist Church. Minutes of the Methodist Episcopal Church, South show the name first as "Andrew Church" in 1847 and then as "Andrew's Ch." in 1848; from 1849 forward the name consistently appeared as "Andrew Chapel." (W. Carleton Wilson, Conference Secretary and Journal Editor, *Condensed North Carolina Conference Minutes from Minutes of the Annual Conferences of the Methodist Episcopal Church 1837-1882 and of the Methodist Episcopal Church, South 1845-1882).*

Though it is possible the church was named for John Wesley's home church in England, timing indicates that most likely it was named for Bishop James Osgood Andrew of Georgia (1794-1871). Andrew, who was elected bishop in 1832, was asked by resolution of the 1844 General Conference of the Methodist Episcopal Church to desist from exercising the office of bishop so long as he owned slaves. Even with blacks and whites in the same church, the ideal of brotherhood in Christ could never quite breach the determination of some whites to keep blacks subject to them. The action sanctioning Bishop Andrew escalated existing tensions within the church over the question of slavery and led to the formation of the Methodist Episcopal Church, South. After the split within the church in 1844, Andrew continued as a bishop in the Methodist Episcopal Church, South and presided over its first General Conference in Petersburg, Virginia in 1846. Soon thereafter many churches across the South were named after Bishop Andrew, and according to the history of one such church in Virginia, because the churches were named after a person, not a saint, they were named chapels. This seems to account for the aforementioned change from "Andrew Church" to "Andrew Chapel." Assuming the church was initially named for Bishop Andrew also provides a likely explanation for why the church name appears to have changed

to "St. Andrews Chapel" or "Andrews Chapel" around 1862 when New Bern came under Union occupation during the Civil War.

(In the interests of simplicity and broad consistency with this history, the reference in this article is to Andrew Chapel up until around the time of the Civil War, and Andrews Chapel thereafter.)

Somewhat surprisingly, no photographs or serious drawings of Andrew Chapel are known to exist. The accompanying map shows its only known portrayal. This map was drawn in 1864 by C.A. Nelson, a Union soldier serving in New Bern during the Civil War occupation. The portrayals of other surviving churches—First Baptist, First Presbyterian, Christ Church, and St. Cyprian's—are somewhat like the actual structures, suggesting that Andrew Chapel also resembled the way it is portrayed. As is evident from the sketch, by this time the Chapel had acquired a low steeple or bell tower.

In keeping with John Wesley's views on actively seeking black members, Methodists professed that blacks and whites were supposed to share a common gospel intended to unite all people in peace and harmony. This optimistic view of the Christian church did not always meet with acceptance in the community. Methodists were persecuted in North Carolina during the early days of the church in part because they made a deliberate effort to preach to blacks. John Wesley and the early Methodists were meticulous in keeping track of their records, so there is ample evidence that many blacks, both slave and free, joined the Methodist societies. From 1758, when John Wesley baptized two blacks, and 1766 when a black woman participated in the organization of the first Methodist society in the United States, black people have been a part of Methodism. For the first several decades of the nineteenth century both whites and blacks worshipped together in Andrew Chapel, although by some accounts the black congregants occupied galleries above the main floor. Conference minutes show that in 1839, prior to division of the church into two separate congregations, white members of Andrew Chapel numbered under 200 while black

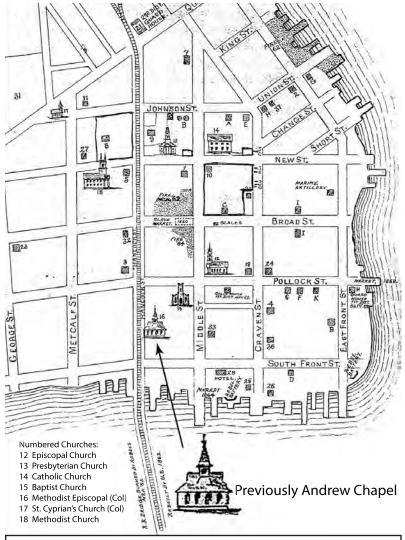
membership was nearly 600. This was quite significant as the congregation was by far the largest in town, and it compared favorably with churches in the largest cities in North Carolina and the South.

According to local church history, in the period 1839-43 white members of Andrew Chapel departed and in 1842-43 built a sanctuary on the south side of New Street (now 511 New Street), known from the beginning as Centenary Methodist Church (now Centenary United Methodist Church). (James H. Miller, Jr., Pastor, *A History of Centenary United Methodist Church*, New Bern, O.G. Dunn, 1972.)

A major factor in the growth of the Andrew Chapel congregation prior to the Civil War was the large and growing free black population, especially in the 1840s. According to Catherine W. Bishir, author of the well-regarded Crafting Lives: African American Artisans in New Bern, North Carolina, 1770-1900, Chapel Hill, NC, University of North Carolina Press, 2003, p. 28), "the number of free blacks in town rose from about 418 to 800-more than 17 percent of the population. In 1850 both the number and the proportion [to the total population] of New Bern's free people of color surpassed those of any other North Carolina town...and that of nearly all southern cities, including Baltimore, Richmond, Charleston, and New Orleans." Moreover, many of the enslaved artisans enjoyed a considerable degree of freedom, working on their own without supervision, contracting for their services directly with customers, and the like. In addition to providing a population base for the Andrew Chapel congregation, these free blacks and enslaved artisans possessed the leadership, organizational, and business skills needed for a church to grow and flourish.

Andrew Chapel also served as a crucible for the development of blacks to assume their future roles in public life, including politics. Bishir writes (p. 110):

Within the meetinghouse walls, as a white New Bernian recalled, enslaved and free blacks learned to 'exhort, with



C.A. Nelson map of New Bern, 1864.

Courtesy of Southern Historical Collection, University of North Carolina at Chapel Hill Library with modifications by John Klecker. great earnestness and power and to present the Gospel with simplicity and truth.' ...they could put aside performances of racial deference to interact freely with one another; worship according to their own preferences and traditions; and develop their confidence and skills as community leaders.

By 1853, membership at New Bern's "Colored Charge" reached 1135 (W. Carleton Wilson, Conference Secretary and Journal Editor, *Condensed North Carolina Conference Minutes from Minutes*



First Centenary Methodist Church, ca. 1901. Courtesy of Kellenberger Room, New Bern-Craven Public Library

of the Annual Conferences of the Methodist Episcopal Church 1837-1882 and of the Methodist Episcopal Church, South 1845-1882).

Following the Union occupation of New Bern in 1862, minutes of the Methodist Episcopal Church, South show that no pastor was assigned to the "Andrew Chapel Mission" in that year. Their need for a pastor is reflected by Vincent Colyer, who writes about the church (by that time known as Andrews Chapel) in his report to the Chairman of the Freedman's Inquiry Commission (Colyer, pages 35-36):

> On two occasions I was offered a salary by the freed-people, if I would take charge permanently of the congregation of St. Andrew's Colored Church, in Newbern, which fact plainly proves they were no 'paupers.' ... Soon after our arrival in Newbern, I was invited by the Elders of the African Methodist Church to hold services with them. The local preacher, a white man, who had formerly presided over them, was still there and preached every Sunday morning; and at three in the afternoon, they had their class meeting. Notwithstanding these two meetings were well attended, the services over which I was invited to take charge at five o'clock were usually crowded.

Andrews Chapel became the site of one of two evening schools established by Colyer for the freed people. The larger school met at Andrews Chapel and the more advanced students were placed in the school at the Baptist Church. In his report, Colyer writes: "... over eight hundred pupils, old and young, attended nightly, and made rapid progress. In the larger school of six hundred, I placed those who did not know the alphabet, who could hardly spell; in the smaller of two hundred, I had the most advanced, those who could read... The two African churches at Newbern, were used for our school rooms." Colyer's report of the closing of the two schools by order of the Governor includes a reporter's account (Colyer, pp. 43-47):

At the Methodist church in Hancock street in this city, Mr.

Colyer addressed the contrabands, saying: 'These schools are now to be closed, not by the officer of the army, under whose sanction they have been commenced, but by the necessity laid upon me by Governor Stanley, who has informed me that it is a criminal offence, under the laws of North Carolina, to teach the blacks to read, which laws he has come from Washington with instructions to enforce.' The old people dropped their heads upon their breasts and wept in silence; the young looked at each other with mute surprise and grief at this sudden termination of their bright hopes. It was a sad and impressive spectacle. Mr. Colyer himself could hardly conceal his emotion. A few moments of silence followed, when, as if by one impulse, the whole audience rose and sang with mournful cadence, 'Praise God from whom all blessings flow,' and then shook hands and parted.

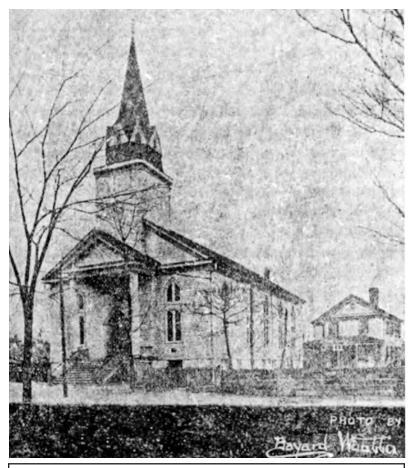
Colyer's assistant secretary during his time in New Bern was Amos Yorke, an escaped slave whom he describes as an intelligent and worthy Christian, and a leader among his people. In a letter to Colyer dated August 27, 1862 Yorke sent greetings from his church: "The Elders of St. Andrew's Chapel, J. C. Rew, Louis Williams, William Ryol, R. M. Tucker, give their best respects to you and your family." (Colyer, pp. 59-60). Yorke was ordained an elder in the AME Zion Church in 1865, and in 1869 was elected one of New Bern's first black city council members (Bishir, p. 290).

As the Civil War drew to a close two northern black Methodist denominations, the African Methodist Episcopal Church (AME) of Philadelphia with its origins in the ministry of Joseph Pilmoor, and the African Methodist Episcopal Zion Church (AME Zion), founded in New York City in 1796 by a group of congregants as an outgrowth of the Methodist church begun originally by Richard Boardman, were actively seeking to enlist southern black congregations to join their associations. With its large number of members, Andrews Chapel was regarded with particular interest. A group of former Andrews members living in New England appealed to Bishop J. J. Clinton of the New England Conference of the African Methodist Episcopal Zion Church in America to send a missionary to Andrews Chapel. In response, Clinton sent one of the most talented and dynamic nineteenth century leaders of color, James Walker Hood.

Hood was appointed as missionary to North Carolina in December, 1863, and reached New Bern on January 20, 1864. On the following Sunday, Hood met with the official members of Andrews Chapel, who decided to unite with the AME Zion Church and receive Hood as their pastor. The white northern Methodist minister assigned under the Union occupation to hold occasional services at Andrews Chapel protested, but Hood made a secret trip to Washington, gained Federal authorization for the congregation to choose its own association and minister, and the deed was done. No less than the Secretary of War, the Honorable E. M. Stanton, wrote the following memorable words: "The congregation of the colored Methodists worshipping in Andrews Chapel, New Bern, N. C., shall have the right to decide their own church relations, and select their pastor." On Easter Sunday, Elder Hood preached his first sermon in New Bern (John Jamison Moore, The History of the AME Zion Church in America, Founded in 1796, In the City of New York, York, Pennsylvania, Teachers' Journal Office, 1884).

Thus, Andrews Chapel became the first officially recognized AME Zion church in North Carolina and the first in the South. "Andrews traditionally is viewed as the mother church of all AMEZ churches in the southern United States" (Text accompanying Andrews Chapel historical marker).

Hood remained as pastor of Andrews Chapel for three years, supporting and expanding spiritual, educational, political, and fraternal programs for the congregants. In addition to his role in the church, Hood also sought to become involved in politics as a vocal and successful advocate for the rights of blacks. He held several government positions including assistant state superintendent of public



First St. Peter's AME Zion Church.

Photograph by Bayard Wootten. Courtesy of State Archives of North Carolina, Raleigh

instruction, magistrate, and assistant superintendent of the North Carolina Freedmen's Bureau. In 1865 Hood presided over the statewide freedmen's convention and later participated in the 1868 state constitutional convention and the national Republican convention of 1872. He became a church bishop in 1872 and moved to Fayetteville. As part of his role in the church, Hood helped to establish Zion Wesley Institute, now Livingstone College, as a school to train black students for the ministry and to become good citizens of the state as teachers and artisans. He presided over the school's board of trustees for over thirty years. (A historical marker paying tribute to Hood is located at the northwest corner of Broad and George Streets; the text accompanying this historical marker is the source of this information.)

In the early 1870's New Bern's white Methodists made known to the leaders of Andrews Chapel that they wished to reclaim the Hancock Street property and building. Trustees Southey Fonville, Moses T. Bryan, Stephen Johnson, Virgil A. Crawford, Edward R. Dudley, Clarence Stanley, Jerry Thompson, Edward Downes and John G. Sutton purchased a new lot in 1874, approximately one-third acre, for \$306 on the south side of Queen Street. The congregation dedicated themselves toward building a new church, which was dedicated on August 22, 1886, and named St. Peter's AME Zion Church. The congregation continues today, and in 1997 the building was entered in the National Register of Historic Places in commemoration not only of the historic church but also of the lives and courage of those Andrews Chapel congregants of color who worked diligently over the prior two centuries to advance their people and community (United States Department of the Interior National Park Service, National Register of Historic Places Registration Form submitted April 29, 1997 by State Historic Preservation Officer Jeffrey Crowe and entered by the Keeper of the Register on June 30, 1997).

The Hood historical marker in New Bern states "[he] founded St. Peters. 1864," but this is an interpretation that belies the history of St. Peter's as part of a long-standing Methodist congregation with roots dating back to the eighteenth century.

Andrew Chapel stood for nearly a century and weathered many societal changes. Although maps indicate that the old Andrew Chapel building on Hancock Street was razed in the late nineteenth century (Bishir, pp. 338, note 92), the legacy of Andrew Chapel still serves as a symbol of Methodism's relevance to the condition of oppressed people, and of its early witness against slavery, which won a tremendous response from free and enslaved blacks as they struggled for personhood in this country.

Some 200 years after Joseph Pilmoor first preached in New Bern, Dr. Joseph B. Bethea, an African American who would later be elected a bishop in the United Methodist Church, wrote that it has never been easy for black people to be a part of that Methodist tradition which began in this state just as the thirteen colonies were ready to declare their independence. "The Methodists of North Carolina are not one people. Their hope to be such cannot be realized until black Methodists and white Methodists and all other Methodists can live out the freedom which the Gospel brings to all who would follow Christ" (Joseph B. Bethea, "Black Methodists in North Carolina," *Methodism Alive in North Carolina: A Commemorative Volume for the Bicentennial of the First Carolina Circuit*, edited by O. Kelly Ingram, Durham, NC, The Duke Divinity School, 1976, p. 97).

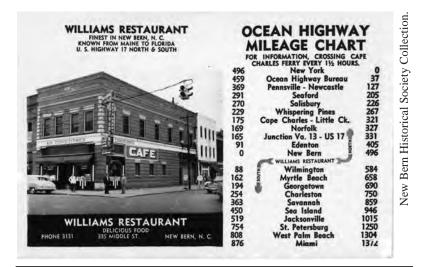


NEW BERN ON POSTCARDS

The Editor

Prior to the construction of I-95, US 17 passing through New Bern was the major coastal route from the Northeast to Florida. The trade generated by traffic on this route was important for New Bern restaurants, hotels, tourist homes, and gasoline stations. Here are several postcards portraying these facilities, with emphasis as usual on buildings that have not survived. (For some reason gasoline stations apparently never made it onto postcards!) A postcard portraying another tourist facility, the Travelers Rest tourist home, appeared in the 2018 New Bern Historical Society Journal.

Several other postcards are reproduced simply because they are interesting.



The mileages on the right side of this postcard underscore the importance of New Bern on the north – south route back in the day. Williams Restaurant is now the Chelsea.



The Queen Anne Hotel, located on the south side in the middle of the 300 block of Broad Street, was a premier hotel in New Bern back in the day. It was built originally as the home of James Bishop Blades, a lumber baron, in 1913. It was a hotel from 1939 through 1962. A bank building now occupies this site.



VISIT ST. JOSEPH'S MISSION FOR THE COLORED ev. Julian Endler, Passionist 53 Burn SL, New Bern, N. C. Bern is on Route 17 - Just halfway between New York and Florida

Note the location information, clearly directed toward travelers on US 17. For more on St. John's Mission, see "St. Paul Catholic Church" in this issue.



The Gem Hotel was located at 507 Pollock Street. An office building now occupies the site.



As the postcard states, the Earl of Craven Lodge was located at the intersection of Craven and Broad Streets, on the Southeast corner. The site is now occupied by a law office.



The Hughes-Stewart House, on Pollock Street, was one of the finest homes in New Bern in its day. A parking lot now occupies this site. Notice in the background the Elk's Temple Building and the Federal Building, now City Hall.



View from the top of the Elk's Temple Building. Looking northwest. Notice the County Courthouse on the right and the spires of Centenary Methodist Church on the left. The brick building with the awning across Broad Street is still standing.



ST. PAUL CATHOLIC CHURCH

Cynthia L. Turco

Eastern North Carolina was missionary territory for Catholicism in the late eighteenth and early nineteenth centuries, with traveling priests providing support for the relatively small number of people in the area who embraced the Catholic faith. Among those visiting clerics was Father Patrick Cleary, an Irish priest who came to New Bern in 1784 and who died during a yellow fever epidemic here in 1799. Father Cleary is buried in the churchyard at Christ Episcopal Church in New Bern. (Except as noted otherwise, this and the following ten paragraphs are drawn from a six-page handwritten account, unsigned and undated, in the archives of St. Paul; it is attributed to Father Charles J. Croghan and believed to have been written in the middle 1850s.)

William Gaston was a New Bern lawyer who played a significant role in development of a Catholic congregation in New Bern. Gaston's mother, Margaret Sharpe Gaston, was a devout Catholic who came to New Bern in 1774 to visit her brothers, local businessmen Gerard and Joseph Sharpe. She subsequently met and married local physician Dr. Alexander Gaston, a native of Ireland who had served as a surgeon in the English Navy and resigned that position to come to the American colonies where he settled in New Bern. The couple had two children, a son William and a daughter Jane. Dr. Gaston was a Patriot who was killed by Loyalists (also known as Tories) while he was attempting to escape from them by crossing the Trent River in a boat to reach his home in the Brice's Creek area of New Bern. After her husband's death. Mrs. Gaston was left to rear her children alone. She then became focused on her son receiving quality education. William Gaston attended New Bern Academy and subsequently enrolled at Georgetown College (now Georgetown University) and later attended Princeton University where he graduated with high honors in 1796. (Croghan, and "Hon. William Gaston - Georgetown's First Student." Georgetown College Journal, Volume 27, Number 5, February, 1889, pp. 198-208.)

In addition to his commitment to development of St. Paul Church in New Bern, Gaston promoted Catholicism in the western part of North Carolina in the area now known as Gaston County, North Carolina. Gaston also played a very significant role in North Carolina history. He excelled professionally as a lawyer and later as a judge. He also served in the North Carolina Senate and in other elected offices in the state and served in the United States Congress from 1813 to 1817. He was elected to the North Carolina Supreme Court in 1834 and remained in that position until his death in January, 1844. Among his many accomplishments, Gaston was responsible for a change in the North Carolina Constitution that allowed individuals of the Christian faith who were not Protestant to hold civil office in the state. In addition, in 1835, he wrote the North Carolina State Song entitled "The Old North State Forever". He is buried in Cedar Grove Cemetery in New Bern.

In 1821, a Catholic parish was established as the first ecclesiastical district in North Carolina in New Bern by Bishop John England, who was then serving as the Bishop of Charleston, a district composed of North Carolina, South Carolina, and Georgia. Despite the name, Bishop England was of Irish descent, as were many of the Catholic clergy in the Southeast. He was apparently a highly energetic and effective leader. In the same year he visited New Bern.

Observing that there were at least two dozen Catholics in the area (this number included both slaves and free blacks), Bishop England stayed for eight days, celebrated Mass in the courthouse and in Mr. Gaston's home each day. On this occasion he received four converts, baptized eight [including Joseph Tracy, a freeman of color], and confirmed eleven.

In 1824, Bishop England made another visit to New Bern during which he again celebrated Mass in Gaston's home. During this visit, he also met with Gaston and other members of the vestry of the nascent Catholic congregation including Benjamin Good, Peter Broughman, and Francis Lamotte. As part of the visit, the bishop also appointed Reverend Francis O'Donoghue to serve as missionary for North Carolina. Reverend O'Donoghue was directed to move to New Bern and assume responsibility for its Catholic congregation. In that same year the New Bern congregation was named for the Apostle Paul and became known as St. Paul Parish.



St. Paul before steeple erected, around 1863. Courtesy of John Green III and U.S. Navy Military Institute

Following his appointment by Bishop England, Father O'Donoghue began working with Gaston and other members of the St. Paul Church vestry to promote further growth of a Catholic congregation in New Bern. Church services were held in private homes, local churches, and community buildings. The vestry eventually rented a home to serve as the pastoral residence and chapel until a church could be built.

During the next 15 years, the size of the New Bern congregation grew and continued to be served by missionary priests. Fundraising efforts for construction of a church began in June, 1824, and Lot 106 on Middle Street in New Bern was eventually purchased for \$2000.00 to be the site for the church building. During this time, a number of missionary priests served the New Bern congregation including John Barr, Andrew Byrne, R.L. Baker (who served two appointments), Peter Whelan, John Fielding, Philip Gillick, Francis Feralt, Thomas Murphy, Andrew Doyle, Thomas Mulloney, and Edward Quigley.

William Gaston wanted a handsome church building to be constructed in New Bern and commissioned New York architect A. J. Davis to provide designs for construction of a Gothic Revival church building for St. Paul (Worsley, Stephen C., *N.C. Historical Review*, "Catholicism in Antebellum North Carolina", October, 1983, pp. 399-430). Because these designs exceeded the financial means of the St. Paul congregation, simpler plans for a Greek Revival structure prepared by a William Burgwin were approved by Bishop England. (No further information on Burgwin has been located.)

Bishop England returned for a visit to New Bern in 1839. During this visit, he met with the St. Paul vestry, composed of the Honorable William Gaston (who was then a judge), John Miller, Matthias Manley, and Francis Lamotte, and submitted the Burgwin plan for construction of a wooden church building "52 feet long, thirty-six wide and 24 feet in height." The plan was unanimously approved by the vestry and it was resolved that the building be erected as soon as possible for an amount not to exceed \$4000.00. An accounting of funds available totaling \$3100.00 for construction of the church building was submitted to the vestry by Judge Gaston. The accounting showed contributions from individuals including Gaston, Matthias Manley, and Bishop England. A substantial contribution of \$1,100 was received from the estate of a Dr. Keys, "a Protestant gentleman sympathizing with the small group of Catholics who were making efforts to build at Newbern an edifice to the God of truth."

In 1840, local contractor Hardy B. Lane was hired to construct the building, which he completed in 1841. The total cost for construction was \$3,784.34. After Bishop England died in 1841, his successor, Right Reverend Dr. Reynolds, consecrated the building in 1844. As of the 1850's, the church congregation consisted of about 30 members.

During the Civil War, the church records were removed to a location outside of New Bern and the church building was used by Union soldiers. Another development that occurred during the war was that women from the religious order known as the Sisters of Mercy came from New York to New Bern to provide medical care to soldiers at various locations in the community. One of these locations was Foster Hospital, a hospital that operated from 1862 to 1865. The hospital was located on a block bounded by Broad, Craven, New, and Middle Streets in New Bern. The sisters were housed in the John Wright Stanley House.

The number of Catholics in New Bern and elsewhere in North Carolina continued to grow during and after the Civil War. By 1868, there were 110 members in the St. Paul congregation. Following the war, St. Paul Catholic School was established for white children but operated for only a few years. (Drawn from "History of St. Paul" on the St. Paul website, undated, no author identified, apparently with input from Monsignor Gerald Lewis, Monsignor James Jones, Father Ernest Ruede, Father Stephen Worsley, and William Powers. Unless otherwise noted, this is the primary source of material in the remainder of this article.)

A tower with a steeple for St. Paul Church was built in 1896 on the front of the structure and an adjacent rectory was constructed in 1898. Both of these additions to the parish property were designed by New Bern architect Herbert Woodley Simpson, who also designed the beautiful neoclassical Temple B'nai Sholom directly across Middle Street from St. Paul and the Christian Science Reading Room at the corner of Broad and Middle Streets.

The St. Paul Church building on Middle Street served as the primary site for all Catholic worship services in the community until 1887 when a parish and school for African American Catholics were established.

Father Thomas Price, the first native-born North Carolinian to be ordained as a Catholic priest and co-founder of the Catholic Foreign Mission Society, also known as the Maryknoll Missionaries, served in New Bern from 1887 to 1896. His assignment included 16 parishes throughout eastern North Carolina. It was under Father Price's leadership that St. Joseph Church and St. Joseph School were established in 1887 to serve African American Catholics in New Bern. St. Joseph School was originally established in a rented home located on Queen Street in New Bern. In 1891 a lot was purchased on Bern Street in New Bern to serve as the site for construction of St. Joseph Catholic Church and St. Joseph School, and the church and school eventually relocated to this site. In the early 1900s a small number of Lebanese families settled in New Bern. Though historically of the Maronite rite of the Catholic Church, over the years they have been active in and have made major contributions to St. Paul, a Latin rite church.

Diocesan priests served St. Joseph Church until Father Charles Hannigan, a member of an order of priests known as the Josephite Fathers, arrived in 1924. In 1926, Father Hannigan arranged for sisters from the religious order known as the Congregation of the Sisters, Servants of the Immaculate Heart of Mary whose motherhouse was in Scranton, Pennsylvania, to come to New Bern to provide education services for St. Joseph School.

In 1928, priests from the Passionist order came to serve St. Joseph. Among these priests was Father Julian Endler who provided significant leadership to the St. Joseph parish and school for 30 years. "His tireless work and sacrifice made possible the building of the church, the elementary school, as well as a high school. Father Endler had many associates during his tenure here at New Bern, but none were so loved and regarded as he ("History of St. Paul").

Under the leadership of Father Julian Endler, the St. Joseph Church and St. Joseph School continued to grow and flourish and a convent and auditorium were eventually built on the property. Some rebuilding of the church and auditorium occurred after fires in 1943 and 1955 damaged these facilities. St. Joseph School, which was originally established for elementary grades, was expanded in 1941 to include a high school that served students from both St. Joseph parish and St. Paul parish.

Inspired by the success of St. Joseph School, the parishioners of St. Paul decided to offer Catholic education to white children and in 1929, St. Paul Catholic School was started with 53 white students. Initially the school operated in a convent adjacent to the church; in 1950 a new school building was built on the site of the original rectory, and a new residence for priests was built elsewhere on the property. (The school building is now used by First Presbyterian Church for a kindergarten.) The School has played a prominent role in the education of both Catholic and non-Catholic children in the area for many years. The Congregation of the Sisters, Servants of the Immaculate Heart of Mary, has traditionally had responsibility for teaching students in St. Paul Catholic School.

In addition to the development of Catholic congregations and schools in the New Bern area, members of the Catholic faith, particularly women who were sisters in religious orders, made significant contributions to health care in the community. In 1944, the Sisters of St. Joseph of Newark, New Jersey took charge of St. Luke Hospital, a private hospital that had been established in New Bern in 1915 by two New Bern physicians. This hospital was located on the northwest corner of Broad and George Streets and was operated by the sisters for 18 years. It initially had 40 beds, but was renovated in 1946 to accommodate 75 beds. It also had a nursing school, The Saint Luke Hospital Training School for Nurses. The sisters operated the hospital until 1962 when the hospital ceased operation and the building was sold to Craven County.

(For More on St. Luke Hospital, see "St. Luke's Hospital: Modern in Every Detail" [Reproduction of Pamphlet about St. Luke's, undated], and Deborah Hedges, "Early Nursing Education in the United States: St. Luke's Hospital," both *New Bern Historical Society Journal*, Volume XIII, Number 2, November 2000.)

The Catholic congregations for African Americans and whites in New Bern remained separate during the period following the Civil War until 1962, when efforts to combine the congregations of St. Paul Church and St. Joseph Church and the related schools were initiated and resulted in a full merger in 1965. An African American priest, Father Thomas Hadden, served as the first pastor of the combined churches and schools. At or about this time, St. Joseph High School became William Gaston Catholic High School and was supported by parishes in New Bern, Havelock, and Jacksonville, North Carolina. The high school remained in operation until 1969. The combined congregations of St. Paul and St. Joseph held services in the St. Paul Church building on Middle Street and in the gymnasium of nearby St. Paul School. As the number of Catholics continued to increase during the period from the late 1960's through the late 1970's, there was a need for a larger church facility. Monsignor James Jones became pastor of the combined congregations in 1979 and, in 1980, land was purchased at 3005 Country Club Road in New Bern to serve as the site for St. Paul Catholic Center, a campus that would include a church building, school, convent, and multi-purpose building. The new St. Paul Catholic Church facility opened in 1983.

After moving to the new church facility, St. Paul parish continued to experience significant growth and now has a membership in excess of 1500 families. In addition, St. Paul Catholic School, which is located on the current church campus and serves students from pre-kindergarten through eighth grade, has continued to be an important educational resource in the community.

Of special interest in the original St. Paul Church building is the oil painting "Christ Crucified". The painting dates back to about 1820 and was created by William Joseph Williams, an artist who worked in New Bern and New York and who is known, in particular, for a portrait of George Washington clothed in Masonic regalia that hangs in the National Masonic Shrine in Arlington, Virginia. He was one of the founders of St. Paul Parish. The "Christ Crucified" painting hung in local places of Catholic worship in New Bern while the original church was being constructed. Williams died in 1823 and is interred in Cedar Grove Cemetery in New Bern. When federal troops occupied New Bern during the Civil War, the Williams family fled to Charlotte, North Carolina and took the painting with them. The painting remained with the family until it was returned to St. Paul Church in April 1968 ("Christ Crucified' Painting Presented," *Sun Journal*, May 5, 1968).

Since the new St. Paul Church facility was constructed, the original St. Paul Church has remained in use and has experienced substantial restoration. The building holds the distinction of being the oldest Catholic parish in continuous active use in North Carolina. The church presently serves as a site for weekly Masses and other worship services, weddings, funerals, and special religious events. It is a beautiful structure that remains



Recent photograph of St. Paul, with steeple designed by Herbert Woodley Simpson.

Courtesy of Jan Beijer

an enduring tribute to the visionary faith of its founders and the growth and development of Catholicism in eastern North Carolina.

Acknowledgment: The author appreciates the opportunity to use for this article information obtained from publications and other resource materials provided by St. Paul Roman Catholic Church in New Bern, North Carolina, articles written by Mr. Frederick Fisher, a Deacon who serves at St. Paul, and news articles and other historical information obtained from the New Bern-Craven County Public Library. The author also gratefully acknowledges research material as well as information provided by Monsignor Stephen C. Worsley, former pastor of St. Paul Roman Catholic Church.



THE FIRST CONFEDERATE CAMPAIGN TO RECAPTURE NEW BERN

James E. White, III

Following the Battle of New Bern, Federal forces under Major General John G. Foster promptly began to fortify the town. With around 11,000 troops and roughly 10,000 formerly enslaved refugees who had fled to New Bern, he built new forts and manned former Confederate forts. Numerous blockhouses were also built on the outskirts of town, as were several camps and barracks. New Bern became described as "the most fortified town in America" (Daniel W. Barefoot, *General Robert F. Hoke: Lee's Modest Warrior*, Winston-Salem, North Carolina: John F. Blair, 1996). (For a detailed description and location of these fortifications, see Peter J. Meyer, Jr., "Civil War Sites in Craven County Part II: Union Fortifications 1862-1865," *New Bern Historical Society Journal*, Volume XXIII, Number 1, 2016, pp. 31-40.)

From the time New Bern was captured, the Confederates began planning to attack and retake New Bern. General D. H. Hill, newly appointed commander of Confederate forces in North Carolina, in March, 1863—one year after the Battle of New Bern—initiated an effort to retake the town. His superior, Major General James Longstreet, "conceived of a major demonstration in front of New Bern and Washington, designed to pin the enemy inside his perimeters while Confederate supply convoys loaded up provisions in the surrounding counties, free from interference" (William R. Trotter, *Ironclads and Columbiads*, Winston-Salem, North Carolina: John F. Blair, 1989, p.191). Longstreet augmented Hill's forces with 4,000 men from Wilmington, bringing Hill's total force to about 14,500. The timing would be favorable since Federal forces around New Bern had been reduced by two regiments in February when Foster sent them to South Carolina.

Working under Hill were Brigadier Generals James J. Pettigrew, Beverly Robertson, and Junius Daniel. The plan was for Daniel to come up Trent Road (approximately the same as contemporary US

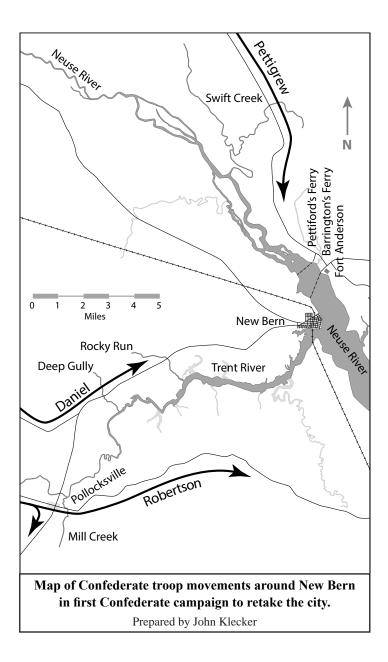


Brigadier General D.H. Hill Courtesy of the Library of Congress

17 Business) from the Pollocksville area and enter New Bern from the west. Troops under the command of General Robertson were to march along the south bank of the Trent River toward New Bern. Pettigrew was to approach New Bern on the north side of the Neuse River from Goldsboro and Kinston (following a route that was similar to what is now US 17 from Vanceboro), attack Fort Anderson, a Union fortification located on the north side of the Neuse River opposite New Bern, capture this fort, and turn its guns on New Bern.

(Unless indicated otherwise, references in this account are drawn from James E. White, III, *New Bern and the Civil War*, Charleston, SC: The History Press, 2018. See specific citations therein, most of which come from *Official Records of the Union and Confederate Armies of the War of the Rebellion*, Washington, DC: Government Printing Office, 1898, Reprint, Harrisburg, PA: National Historical Society.)

Fort Anderson, commanded by Lieutenant Colonel Hiram Anderson, Jr. and named for him, was manned by three hundred





Brigadier General James J. Pettigrew From the North Carolina Dictionary of Biography

men of the 92nd New York Regiment of Volunteers. Anderson was assisted by Lieutenant John L. Barstow Jr. Fort Anderson was an unfinished Union earthwork. It was a two-acre enclosure situated on a slight elevation with ten-foot walls, the height of the interior crest being eight or nine feet above river level with a ditch in front approximately six feet deep by eight feet wide. According to one source it had no mounted guns (White), while another states that it was "mounted with sixteen guns" (Alan D. Watson. *A History of New Bern and Craven* County, New Bern: Tryon Palace Commission, 1987, p. 390). Meyer ("Civil War Sites") identifies several guns by type and size in its arsenal. The fort was flanked by a swamp for three or four miles on the east and a swampy creek on the west, so it could be approached only from the landside. The river in front of the fort was quite shallow, making support by Federal gunboats difficult.

Pettigrew commanded a force of seven thousand men and seventeen pieces of artillery (or eighteen, in some sources). He arrived in Kinston the afternoon of March 10th, a Tuesday. There he received orders to proceed to Barrington's Ferry, get his guns in position and "open a concentrated fire upon the enemy's work." The heavy concentration of fire from Pettigrew's guns was to demoralize the enemy to the point of a "bloodless surrender."

Pettigrew's forces had to travel in heavy rains that made the road difficult to traverse. He hoped to carry out the gun emplacement by moonlight on Friday morning, the 13th, entrenching his guns outside Fort Anderson before Union gunboats on the Neuse River could fire upon his forces. His infantry arrived at dark on the 11th at a bridge in a swampy area over Swift Creek (now Little Swift Creek), which was eight miles from Barrington's Ferry. It was Pettigrew's intent to start at midnight for the ferry, but the bridge was unstable. All through the night his men worked to repair the bridge in freezing water. It finally became necessary to ford the swamp in another area. The infantry arrived at Barrington's ferry early the night of the 12th, but the artillery with its 20-pounder guns had mired in the swamp, so it did not arrive until the next morning. Based on reconnaissance, Pettigrew determined that Pettiford's Ferry, approximately three-quarters of a mile up the Neuse from Barrington's Ferry, was the perfect place for fending off Union gunboats on the Neuse River that might come to the aid of Fort Anderson. There he placed a rifled gun with the 26th North Carolina Infantry Regiment commanded by Colonel Henry K. Burgwyn, Jr.

On Saturday, March 14 1863, one year to the day after the Battle of New Bern, Pettigrew attacked Fort Anderson. The Federals were taken completely by surprise by the Rebels appearing in force with artillery when not even a single scout had shown himself in the past twelve months. The town of New Bern on the other side of the Neuse was soon in turmoil.

The Confederates opened artillery fire on Fort Anderson, holding their infantry in reserve for an assault on the fort. Lieutenant Colonel Anderson was called upon several times to surrender; he referred the matter to his superior, General Foster, and was told to defend the fort at all costs, and so he declined to surrender.

The Confederates had expected the Federals to fire one round and surrender, which would cost the Confederates fifty to one hundred men. The Confederates therefore decided to display their force by giving the Federals heavy fire from their artillery. The artillery fired their shells into the fort, opening with rapid and well-directed fire. Confederate Lieutenant Louis G. Young, aide-de-camp, then again demanded the surrender of the fort. Again the Federals declined to do so. The firing on the fort recommenced with the Confederates firing their 20-pounders, inflicting substantial damage on the fort.

One member of the garrison at Fort Anderson described the attack on the fort: "About daybreak of the 14th we were roused from our sleep by the roar of musketry on our picket lines and soon the men [from the picket lines] were seen falling back on the fort in quick time, but in good order firing as they came and then the rumbling of artillery wagons broke on the rear and we knew full well that the 'Philistines were upon us'" (John De Kalb, *Letter to Friends, from New Berne, NC*, March 27, 1863, New York Historical Office, Chemung County Historical Society, Elmira, New York).

The Confederate attack on Fort Anderson was deadly, and the position occupied by Colonel Anderson and Lieutenant Barstow "was one of extreme danger." The Confederates' success seemed inevitable. All of a sudden, the firing ceased and a flag of truce was displayed. Colonel Anderson went down to meet Pettigrew and was told that New Berne was to be taken that day, and that the Federals had better surrender as they could not hold out against the Rebels.

Circumstances inside the fort were not good.

"Look at our position. Not a single piece of artillery in our fort. Every gunboat gone but one, and she aground over Newbern. No chance of reinforcements under two hours and we with only 300 men. While Reb's with Pettigrew's brigade of 3000 men and 18 pieces of artillery were ready to attack. The enemy before us, the river behind us, there was no retreating, no falling back. The 92nd was fairly cornered. Our fort is built of logs and sand, with a deep ditch around it, we tore up the bridge over the ditch, barricaded the gateway and when the flag of truce came for answer, the Colonel told him "he couldn't see the point" "(John De Kalb letter). The Confederate attack quickly resumed. Spent pieces of shell hit both Lieutenant Barstow and his flagman, Timothy B. Marsh, neither of whom were seriously wounded.

Supporting Fort Anderson were four Federal gunboats in the Neuse River: *Hetzel, Hunchback, Shawsheen,* and *Ceres.* Initially the gunboats were less an aid to the Federals than a problem for the Confederates. The gunboats were on the other side of the Neuse; one was aground and two were damaged. From the Confederate perspective "a gunboat lay opposite at the wharf at New Bern, about 1 ½ miles distant, getting up steam and firing upon us, in which she was aided by field guns.... Half of the shells from the 20-pounders burst just outside of the guns. At length the axle [the lug holding the gun it its carriage] of one of these guns broke and it became unserviceable. Then another burst, wounding 3 men, 1 of them mortally. These four 20-pounders were our sole agents for accompanying the object of the mission...." The light guns would have been effective against gunboats in an ordinary-size river, but the Neuse at New Bern is so wide as to enable them to remove a mile or so distant."

It took some time, but tugs towed the disabled gunboats into position, and other gunboats began coming around from the Trent River. Second Lieutenant Henry T. Merrill, 17th Massachusetts, with Lieutenant Barstow boarded the gunboat *Hunchback*, from which they were able to direct both gunboat fire and shore batteries of rifled guns on the other side of the river. The gunboats kept up their shelling all day, and by midafternoon more reinforcements were brought into Fort Anderson. In this manner the Federals compelled General Pettigrew to withdraw his artillery and infantry the following day, Sunday, the 15th. He remained only as a threat until morning, when he retired from the field.

Pettigrew suggested that the failure of his expedition was the result of "the enemy having received reinforcements.... The shelling of the gunboats continued all day. The two rifled guns at Pettiford's Ferry replied, and I [Pettigrew] had every reason to think disabled one."

Damage inside the fort was extensive.

"After the Rebels withdrew, every tent and house was riddled with shot and shell. Two large tents were knocked down and taking fire burnt up with all their contents. Ever and anon a shell would explode in a tent or house tearing everything to pieces. The Col's house had 114 holes through it large and small. Whole charges of grape crashed through the trees bringing down their limbs as the frost does the leaves. A tall pine was cut down by a solid shot and fell with a tremendous crash on the tents. Two horses in the stable were killed and the Dr.'s saddle smashed up. A solid shot struck the chimney of my tent and knocked it endways a charge of grape came into our tent, tore my knapsack and cut our blankets badly and took them partly out of the tent. Our shirts and drawers hanging on the line in the tent were wonderfully cut up. We found grape shot in our bed, and pieces of shell all around, while our tent was admirably adapted for the daugarian business, from the number of skylight and sidelights in it. Some had their knapsacks burnt up. Others were struck by shells and completely emptied of everything. In fact, it was laughable to see how things were smashed up. Dishes, cups, Dr.s stores, supplies all gone to ruin. It was a perfect rain of shot and shell and why there were not more killed I cannot tell." (John De Kalb letter).

The principal goal of the Pettigrew expedition, the capture of New Bern, was already doomed; now the question was to whether to finish the work of capturing Fort Anderson before withdrawing. The attraction of continuing with the attack was the potential capture of some three hundred men with arms. But it was a fort that the Confederates would not be able to hold afterwards. Another disadvantage would be the possible loss of more men with the nearest Confederate hospital some sixty miles away in Goldsboro. Therefore, Pettigrew decided against the attack, explaining:

> "I decided against it. It cost me a struggle, after so much labor and endurance, to give up the *eclat*, but I felt that my duty to the country required me to save my men from some opera

tion in which sacrifices would be followed by consequences, not in capturing. ..men and holding temporary possession of breastworks, however brilliant the operation might be. I therefore withdrew the whole command except the Twenty-sixth regiment, which remained within 500 yards of the place in order to cover the withdrawal of Captain Whitford's men."

While Pettigrew was moving to attack Fort Anderson, General Robertson with three squadrons each from the 4th and 5th North Carolina Calvary Regiments, comprising approximately five hundred men, was traveling south of the Trent River toward Pollocksville where Yankee pickets were believed to be stationed in strongly fortified positions. Robertson determined that the Federals had destroyed the bridge across Mill Creek, a tributary of the Trent River outside Pollocksville over which his forces would need to pass. He then ordered part of his force forward to attempt to cut the railroad and telegraph line between Sheppardsville (Newport) and New Bern. He took the rest of his command to engage Union forces in Onslow County. This was the extent of Robertson's direct involvement in this attempt to recapture New Bern.

At approximately the same time, Federal forces from Pollocksville began to advance back toward Mill Creek, expecting to find the banks of the creek occupied by Confederate forces. The Federals took possession of the opposite (south) bank with no resistance. The Federal forces communicated with their pickets located along Mill Creek and with the gunboat *North Star*, located on the Trent River near Mill Creek.

Confederate Brigadier General Junius Daniel took his brigade up the lower Trent Road toward New Bern, where he encountered Federal pickets at Deep Gully. Daniel charged the Federals with four companies and drove them out, but darkness halted further action (Murdoch John McSween, *Confederate Incognito: The Civil War Reports of "Long Grab," a.k.a. Murdoch John McSween, 26th and 37th North Carolina Infantry,* Jefferson, NC: McFarland & Company, 2013, 8, p. 115). Upon receiving word that the Confederates were advancing in large numbers toward New Bern, Union Brigadier General Innis N. Palmer sent out three regiments from New Bern to Deep Gully. When the Federal forces arrived at Deep Gully, they found that the Confederates had crossed over the gully toward New Bern and were strongly entrenched. The Federals bivouacked for the night and made preparations for a morning attack.

The next morning Saturday, March 14th, the Federals made a feeble attempt to recapture Deep Gully. At daybreak, Colonel Josiah Pickett of the 25th Massachusetts moved skirmishers forward, and they immediately engaged the Confederates' line. Brigadier General Palmer took command and ordered forward his regiment, supported by the 5th and 46th Regiments Massachusetts Volunteers. These forces were also aided by artillery sections of Captain William J. Riggs' Battery H, Third New York Artillery, and Captain James Belger's Battery F, First Rhode Island Artillery. However, concerned about the safety of New Bern and the possible loss of their artillery pieces, Palmer shortly withdrew these units back to New Bern.

While the Confederates pushed the Federals back toward New Bern from Deep Gully, they failed to push them much farther. The Federals were able to fall back to their next stronghold, three miles along the road back toward New Bern at Rocky Run, reform and hold their position. The Confederates destroyed the bridge at Deep Gully and placed a large pine tree across the road on the New Bern side of the gully. They then fell back to a point near Trenton, further up the Trent River from Pollocksville in the general direction of Kinston, ending their activity in this campaign.

Sixteen Federals went to the Deep Gully area, where they found the enemy's campfires still burning but no Rebels. Before they could leave, two or three companies of Rebel cavalry came dashing past them, headed in the direction of New Bern. As the Federals left for New Bern, they ran into Union Colonel Thomas J. C. Amory with his brigade and artillery. The combined forces encamped about three miles from Deep Gully near Rocky Run. The next morning, Amory's brigade ventured some four miles farther toward Pollocksville and formed a line of battle, sending some cavalry ahead. They found no Confederate enemy but through faulty intelligence believed that twenty thousand Confederates had passed that way earlier (Burlingame, *History of the Fifth Regiment of Rhode Island Heavy Artillery, During Three Years and a Half of Service in North Carolina, January 1862 – June 1865*, Providence, RI: Snow and Farnham, 2001, p. 136).

On Sunday, March 15th, Colonel J. Richter Jones, 58th Pennsylvania Infantry, made a reconnaissance mission to Deep Gully and found there were no Confederates there or within three miles of the area. He reported that "the main body of their force moved away last evening and the residue early this morning, in full retreat."

Although Hill's attempt to retake New Bern was unsuccessful, much needed supplies were gathered from the countryside to support the Confederacy. Daniel's withdrawal and Pettigrew's departure from New Bern marked the end of this campaign, but it would not be the last. Before the war was over, two more attempts would be made to retake the city and more lives would be lost as the Confederates hoped to end the Federal occupation of Eastern North Carolina.



GALLANT LADY: DR. LULA MAJORIE DISOSWAY

John Fuller Leys

Over the years many physicians have had distinguished careers in New Bern and the surrounding area. Perhaps one whose vocation is not so well known locally is Dr. Lula M. Disosway, an outstanding woman in the medical profession.

Dr. Lula Marjorie Disosway was born in New Bern on January 9, 1897 to Lula Musadora (Stanley) and Reginald Justice Disosway. At the age of five she was a victim of spinal meningitis, a crippling and deadly disease at the time. (Unless indicated otherwise, material for this article has been drawn from Lula M. Disosway Papers (#447), East Carolina Manuscript Collection, J. Y. Joyner Library, East Carolina University, Greenville, North Carolina.)

Though doctors felt she would not live, she came to feel that her life was spared through prayer and wise parenting. She knew God must have a purpose for her life. At the early age of eleven, after hearing a Japanese missionary speak, she dedicated her future to becoming either an evangelistic or teaching missionary.

Dr. Lula's father, Justice Disosway, was an insurance agent, and her mother, in partnership with her son-in-law, Ernest McLacklan, ran the Home Bakery. It was located on Broad Street just across from the New Bern Fire Department. They stayed in business from the early 1900's until just after the Depression in 1929. The Disosways built three rental houses on Spencer Avenue next to their own home at 1621 Spencer Avenue plus another one on Rhem Avenue. Their hopes were that these rental resources would provide income for the rest of their lives. Unfortunately, the Depression spoiled those hopes.

After graduating from New Bern High School in 1914, Lula enrolled in the Women's College in Greensboro, North Carolina, finishing in 1918. Having made a commitment with the college to teach for one year in North Carolina after her graduation, she took the position as principal of Moyock High School in the community of Moyock in Currituck County, North Carolina. Then, to fulfill her wish to become a doctor (with financial aid from the Episcopal Church), she returned to school at Johns Hopkins in Baltimore. There she received instruction in pre-medical and medical studies, eventually earning her medical degree in 1924 at the Woman's College in Philadelphia. In 1925 she was the first woman to be accepted as an intern at James Walker Memorial Hospital in Wilmington, North Carolina.

From 1926 to 1941, Dr. Disosway became a medical missionary for the Episcopal Church in Shanghai, China, at St. Elizabeth's Hospital. During her tenure there was the anti-foreign war of 1927 and Second Sino-Japanese War (1937-1945) occurred. This made conditions very difficult. Her primary interest was obstetrics, but she became proficient in all disciplines of medicine. Many work days were a full twenty-four hours for her. She remembered delivering approximately ten thousand Chinese babies in her fifteen years there. Finally in 1941, the Japanese invasion forced her and other missionaries to leave the country.



Dr. Lula Disosway with Chinese nursing students during her sojourn in China, 1926 – 1947.

Lula M. Disosway Papers, Joyner Library, East Carolina University

As Dr. Lula had received her professorship in obstetrics in June of 1938, she was able to also teach until 1941 at St. John's Medical School in Shanghai, concurrent with practicing at the hospital. St. John's University in Shanghai had been founded in 1879 by American missionaries and was one of the oldest and most prestigious universities in China. After the Communist government of the Peoples' Republic of China took control of the country, however, they closed the university and hospital in 1952.

After leaving China and traveling as a well-earned vacation and to broaden her education, Dr. Lula visited her family in the United States. A call from the church and Hudson Stuck Memorial Hospital



Dr. Lula Disosway with staff of Hudson Stuck Memorial Hospital, Ft. Yukon, Alaska, mid 1940s.

Lula M. Disosway Papers, Joyner Library, East Carolina University

in Ft. Yukon, Alaska, was answered by several years of service in the frigid north. Extreme weather conditions, thirteen miles above the Arctic Circle, caused temperatures to rise to 100 degrees in the summer and plummet to 65 degrees below zero in winter. In the summer there is the midnight sun and in December, there is no sun at all!

Ft. Yukon was an Indian village. Dr. Lula was the only doctor within six hundred miles so her job in Alaska came to encompass doctor, administrator, housekeeper and cook. Often she would have to cook for more than thirty people, comprising staff and patients. In one of her many letters home to "Mama and All" (her family), she thanked her mother and aunts for teaching her culinary skills. She introduced the Indians to some of her hometown treats like hot biscuits and waffles—also, a ham she had received from home. She, herself, learned some local Alaskan cooking when she fixed an eighteen-pound moose roast. It was a hard life that aged Dr. Lula considerably. She was, however, honored by the Alaskan Civil-Selective Service because she gave all the physicals to the area men going into the military. For her efforts as physician-in-charge of the hospital, a scholarship to study cancer at the Memorial Hospital in New York was awarded to Dr. Lula in 1948.

Family illness brought her back to New Bern from 1948-1954. Dr. Lula's sister, Annie Summerell, was living in New Bern in the family home and taking care of their mother. On a visit to New Bern, Dr. Lula found that her sister, Annie, was not well. It turned out to be cancer. Dr. Lula accompanied Annie for hospital treatment in New York and stayed with her the entire time. When they returned to New Bern, Dr. Lula realized she would have to stay as her sister was no longer well enough to care for their mother. She gave up the idea of going back to Alaska. She cared for her sister until her death in 1949 and continued to minister and care for her mother until the latter's death in 1954.

It is sad to note that, on the very day her sister Annie died, her brother, Willie, the ice cream manager for Maola, got a call from Dr. Charles Ashford's office. Willie could not go for a consultation with the doctor until after his sister's funeral, but Dr. Ashford had found a spot on Willie's lung. Dr. Lula accompanied her brother



Portrait of Dr. Lula Disosway approximately 1970.

Courtesy of Kellenberger Room New Bern-Craven Public Library to Duke University Hospital, where he had surgery. Little could be done, however, and her brother Willie died about fifteen months later.

After her mother's death in 1954, the National Episcopal Church of New York asked Dr. Lula to partner with New Bern's Good Shepherd Hospital as medical director, a position at Good Shepherd Hospital that would be part of her missionary work. The hospital was affiliated with the Episcopal Church and served the local black community. Dr. Lula dedicated her work to delivering babies and meeting any other medical needs that were required until the hospital closed in the 1960s. (See "Good Shepard Hospital" on page 7 for more on Dr. Disosway's activities at this facility.)

She then moved to the new Craven County Hospital. There

she had her own mobile unit that functioned as an obstetrics' clinic and office. It was called "Stork Haven" and was located near the emergency department. Dr. Lula saw approximately two hundred patients a month. Expectant mothers received free pre-natal care as well as counseling on maternal duties, marital problems, sex education, proper diet. And of course, Dr. Lula continued to deliver babies. She never retired from her medical duties, and at age seventy-six, she said she could still deliver babies with her eyes shut!

Early in 1973, she became ill during a flu outbreak. Though the hospital was full, several doctors wanted her to stay as a patient; Dr. Lula refused. She insisted she could take better care of herself at home. She advised her family not to come see her to avoid contagion. Since she could be stern in dealing with people, her family never would have disobeyed her wishes. They tried to stay in touch by phone, but on February 12th, her sister Katherine in New York was unable to reach her. On February 13th, in spite of several inches of snow that had fallen, relatives managed to get into Dr. Lula's house to find that she had died during the night.

Dr. Lula had led an exemplary life of dedication and service. Despite many hardships, she persevered and always gave her best. She particularly loved her family and her church. Perhaps one of the finest tributes to Dr. Lula was in October of 1977 when the Craven County Hospital named their all-faith chapel in her honor: The Dr. Lula Disosway Chapel. (Charles K. McCotter, Jr., *Episcopal Church Women*, August 28, 2017, Christ Episcopal Church, New Bern, North Carolina)

It was unfortunate that Dr. Lula died during the snowstorm. Since New Bern was all but closed down due to the weather, people could not get out to attend the good doctor's funeral. She was buried in Cedar Grove Cemetery in an Episcopal ceremony. At that particular time, there was a large billboard posted at a motel that was said to pertain to a departing yacht: "Bon Voyage, Gallant Lady!" Many in New Bern, however, including the Reverend Ed Sharp, the minister at Christ Episcopal Church, felt that it was really a salute to Dr. Lula Disosway (Ilene Disosway, *Memories of New Bern*, January 21, 1993, Kellenberger Room, New Bern Public Library, New Bern, North Carolina).

