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This issue is dedicated to the memory of
Frederick Leroy Sloatman, writer for the *Journal*.

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**"LOOK DOWN RIVER!
HERE COME OUR BOYS WITH A BRITISH PRIZE!"**

The War of 1812 and "Arrivals" at North Carolina Ports

Lemuel S. Blades, III

Most captured vessels in any ocean war are brought by the victor to friendly ports for appropriate disposition. Residents of those ports get a somewhat different view of war than civilians close to a land war. Civilians almost always suffer dreadfully by close proximity to land battles, but sea battles are usually fought in the vast emptiness of the sea causing little harm to civilians ashore. So when the sea battle is over and the victor returns to port, a pleasant excitement passes through the town.

It must have been thus in New Bern during the War of 1812 when a sail was spotted on the Neuse and the first voice raised the cry, "Look down river! Here come our boys with a British prize!" Stevedores looked forward to hard coin, tavern keepers broke out their reserve, owners of all manner of conveyance anticipated lucrative hauls, innkeepers prepared to fill beds with buyers of prize goods, shipyards expected repair work, ship chandlers did quick inventories of replacement hardware, little boys ran to the docks to get the first stories of bloody battles—and preachers, surgeons and ladies of the night in their own way prepared to soothe the wounds of war. Can I document this? Of course not, but would even the most pedantic scholar deny it must have happened?

In this almost-forgotten war there were many almost-forgotten sea engagements that ended with almost-forgotten but sure jubilation from the port citizens where arrived the victor with the vanquished. An 1815 history

(Russell) of that war tells us that there was considerable such activity in our own back yard. Ninety-six of the 1607 (Russell) captured British vessels ended up in North Carolina ports—almost six per cent—96 reasons for jubilation in a dismal and dangerous time.¹

The Ports

The history lists nine North Carolina “arrival” ports.² Wilmington—no surprise—was the busiest, with 36 (37.5%) arrivals. But the second busiest was Portsmouth with 26 arrivals, or just over 27%. This may surprise some of us, since it is now a totally empty village on the totally empty island of Portsmouth, part of the wild and remote Cape Lookout National Seashore islands off our coast. But shifting sands and transportation modes have worked their charms in 189 years.

<u>Port</u>	<u>Number of Vessels Arriving</u>
Wilmington	36
Portsmouth	26
Beaufort	12
Newburn/Newbern	8
Ocracoke	8
Elizabeth City	3
Bath	1
Camden	1
Plymouth	1
Total	96

The overall list of arrival ports and the number of captured British ships are enough within themselves to remind us of the vast scope of this conflict, our “second war of independence.” While most arrival ports were along our eastern seaboard (and New Orleans on the Gulf coast), the list is truly worldwide, including ports in Ireland, Spain,

France, China, Peru, Mexico, and the Caribbean and Canary Islands.

Some vessels never made it back to port, rather their disposition was noted as "burnt," "destroyed," "given up" (abandoned as derelict?), "made a cartel" (prisoner exchange vessel traveling under papers of safe conduct), "made ship of war of 20 guns," "made a tender," "made U. S. vessel," "ransomed" (remember, most of our boys were privateers),³ "sunk," or "wrecked."

United States Vessels

There were 53 vessels under the U. S. flag, including privateers, delivering captured vessels to North Carolina ports. One is of special interest—the schooner *Snap Dragon* (spelled three different ways on the list). According to Edgar Stanton Maclay, when Otway Burns was commander,

[h]e captured 42 English vessels (which with their cargoes were valued at more than \$4,000,00), made prisoners of war more than 300 English officers and sailors, and gave successful battle to several of the enemy's war craft—a record of astounding audacity and brilliant success that has few parallels (qtd. in Barbour 199).

This North Carolina native sailed out of Swansboro where you can see his life-size statue, hand and arm pointing out to sea, near the northwest corner of the N. C. Highway 24 bridge. He is buried in Beaufort's Old Burying Ground.

The 53 vessels that delivered captured vessels to North Carolina ports are listed on the following page.

Design and Count of Captured Vessels

The captured vessels varied in design of course, but most were brigs—large enough to haul substantial ocean cargoes but small enough to negotiate many of the world's

UNITED STATES VESSELS
DELIVERING CAPTURED VESSELS
TO NORTH CAROLINA PORTS

<i>America</i>	<i>Lawrence</i>
<i>Anaconda</i>	<i>Leo</i>
<i>Caroline</i>	<i>Mammouth</i>
<i>Champlain</i>	<i>Mars</i>
<i>Charles Stewart</i>	<i>Mil.</i>
<i>Chasseur</i>	<i>Morgiana</i>
<i>Comet</i>	<i>Ned</i>
<i>Custom House barge</i>	<i>Paul Jones</i>
<i>Dash</i>	<i>Perry</i>
<i>Eliza</i>	<i>Petapsco</i>
<i>Enterprise/</i>	<i>Portsmouth</i>
<i>Enterprize</i>	<i>Rattlesnake</i>
<i>Fairy</i>	<i>Revenge</i>
<i>Fox</i>	<i>Roger</i>
<i>Gen. Plumer</i>	<i>Sabine</i>
<i>Globe</i>	<i>Saratoga</i>
<i>Gov. Tompkins</i>	<i>Saucy Jack</i>
<i>Grand Turk</i>	<i>Snap Draggon/</i>
<i>Gun Boat No. 88</i>	<i>Snap Dragon/</i>
<i>Harpey/</i>	<i>Snap-Dragon</i>
<i>Harpy</i>	<i>Stonnington</i>
<i>Hawk</i>	<i>Teazer</i>
<i>Herald</i>	<i>Terrible</i>
<i>Hero</i>	<i>Thames</i>
<i>Invincible</i>	<i>York</i>
<i>Jack's Favorite</i>	<i>Yorktown</i>
<i>Jonquilla</i>	<i>Young Wasp</i>
<i>Kemp</i>	<i>Zebec Ultor</i>
<i>Lady Madison</i>	

small waterways, including North Carolina's difficult sounds and rivers.

<u>Design</u>	<u>Count</u>
Brig	36
Schooner	24
Ship	20
Unknown	5
Packet	4
Sloop	3
Privateer ⁴	2
Barque	1
Tender	1
Total	96

List by Port of Arrival⁵

So now we reach the list itself from which the reader can see the terse summary of all the encounters, gaining a fuller insight into how much was going on in our neighborhood during this obscure but crucial period of our history. If the reader thinks that reading lists is less exciting than cleaning dog hair off the couch, then take heart! This list will reward you with even more interesting vessels' names than you have already encountered—a brig named *Mutiny*, for instance.

So read on! And enjoy.

ARRIVALS AT NORTH CAROLINA PORTS DURING THE WAR OF 1812

Capture Number	Captured Vessel	Guns	Men	Taking Vessel	Port of Arrival
1454	ship <i>William</i>			<i>Charles Stewart</i>	Bath
448	brig <i>Mutiny</i>	14		<i>Globe</i>	Beaufort
465	ship <i>Venus</i>	14		<i>Globe</i>	Beaufort
791	ship <i>Galatea</i>			<i>Chasseur</i>	Beaufort
830	schooner <i>Nimble</i>			<i>Saucy Jack</i>	Beaufort
882	schooner <i>Eliza</i>			<i>Snap-Dragon</i> [sic]	Beaufort
948	ship <i>Fortuna</i>			<i>Roger</i>	Beaufort
977	brig <i>Brittania</i>			<i>Chasseur</i>	Beaufort
1051	schooner <i>Ellen</i>			<i>Herald</i>	Beaufort
1389	schooner			<i>Hero</i>	Beaufort

1450	brig <i>Peter</i>			<i>Lawrence</i>	Beaufort
1477	brig <i>William</i>			<i>Lawrence</i>	Beaufort
1514	schooner <i>Resolution</i>			<i>Kemp</i>	Beaufort
1328	schooner			Custom House barge	Camden
863	brig <i>Abel</i>			<i>Gov. Tompkins</i>	Elizabeth City
871	brig <i>Louisa</i>			<i>Kemp</i>	Elizabeth City
1424	schooner <i>Gold Finder</i>			<i>Young Wasp</i>	Elizabeth City
6 375	ship	12	74	<i>Lady Madison</i>	Newburn [sic]
575	brig <i>Jane</i>			<i>Snap Dragon</i>	Newbern
994	schooner <i>Rob. Hartwell</i>			<i>Hero</i>	Newbern
1003	schooner <i>Funchell</i>			<i>Hero</i>	Newbern
1061	schooner <i>Linnet</i>			<i>Snap Draggon</i> [sic]	Newbern
1155	brig			<i>Hero</i>	Newbern
1332	schooner <i>Fox*</i>	2	25	her own crew	Newbern

Capture Number	Captured Vessel	Guns	Men	Taking Vessel	Port of Arrival
1333	brig <i>William</i>			<i>Chasseur</i>	Newbern
341	brig			<i>Ned</i>	Ocracoke
447	brig <i>Kingston Packet</i>			<i>Globe</i>	Ocracoke
451	<i>King's Packet*</i>			<i>Anaconda</i>	Ocracoke
462	brig <i>Dinah</i>			<i>Globe</i>	Ocracoke
1142-					
1143	two vessels			<i>Herald</i>	Ocracoke
1380	schooner			<i>Young Wasp</i>	Ocracoke
1459	brig			<i>Kemp</i>	Ocracoke
509	brig <i>Betsey</i>			<i>Jack's Favorite</i>	Plymouth
450	privateer <i>L. Packet</i>	6	33	<i>Thames</i>	Portsmouth

452	brig <i>David</i>			<i>Gov. Plumer</i>	Portsmouth
457	brig <i>Mars</i>			<i>Fox</i>	Portsmouth
486	brig <i>Ann</i>			<i>Teazer</i>	Portsmouth
548	privateer <i>Fly</i>	5	30	brig <i>Enterprise+</i>	Portsmouth
550	barque <i>Henrietta</i>			<i>Snap Dragon</i>	Portsmouth
551	brig <i>Ann</i>			<i>Snap Dragon</i>	Portsmouth
739	schooner <i>Rebecca</i>			<i>Grand Turk</i>	Portsmouth
775	ship <i>Minerva</i>			[<i>Fox</i>]	Portsmouth
779	schooner <i>Harmony</i>			<i>Terrible</i>	Portsmouth
805	brig <i>Sovereign</i>			<i>America</i>	Portsmouth
887	brig <i>Conway</i>	10		<i>Invincible</i>	Portsmouth
894	brig <i>Fair Stranger</i>			<i>Fox</i>	Portsmouth
929	brig			<i>Rattlesnake</i>	Portsmouth
932	brig <i>Camelion</i>			<i>Mammoth</i>	Portsmouth

Capture Number	Captured Vessel	Guns	Men	Taking Vessel	Port of Arrival
968	brig <i>Belize</i>		19	<i>Fox</i>	Portsmouth
1004	ship <i>Lon. Packet</i>	12		<i>Chasseur</i>	Portsmouth
1050	tender*	1	13	<i>Gun Boat No. 88</i>	Portsmouth
1122	ship <i>James</i>			<i>Portsmouth</i>	Portsmouth
1268	ship <i>James</i>			<i>Portsmouth</i>	Portsmouth
1307	brig <i>Halifax Packet</i>			<i>Harpy</i>	Portsmouth
1308	brig <i>Harvest</i>			<i>York</i>	Portsmouth
1394	brig <i>Gen. Maitland</i>			<i>Dash</i>	Portsmouth
1416	brig			<i>Paul Jones</i>	Portsmouth
1478	brig			<i>Champlain</i>	Portsmouth
1507	ship <i>Antigua</i>			<i>Fox</i>	Portsmouth

322	ship <i>Betsy</i>	5		<i>Revenge</i>	Wilmington
429	brig <i>Malvina</i>	10		<i>Ned</i>	Wilmington
490	ship <i>Betsey</i>			<i>Revenge</i>	Wilmington
540	brig <i>Morton</i>			<i>Yorktown</i>	Wilmington
721	schooner <i>Messenger</i>			<i>Comet</i>	Wilmington
733	brig			<i>Eliza</i>	Wilmington
736	brig <i>Abel</i>			<i>Caroline</i>	Wilmington
762	sloop <i>Vigilant*</i>	4	30	<i>Comet</i>	Wilmington
777	brig <i>Isabella</i>			brig <i>Rattlesnake+</i>	Wilmington
800	privateer <i>Mars</i>	14	80	brigs <i>Rattlesnake</i> & <i>Enterprise+</i>	Wilmington
813	ship <i>Lady Prevost</i>			<i>Invincible</i>	Wilmington
814	schooner <i>Susan & Eliza</i>			<i>Mars</i>	Wilmington
816	schooner <i>Jane</i>			<i>Fairy</i>	Wilmington

Capture Number	Captured Vessel	Guns	Men	Taking Vessel	Port of Arrival
856-					
857	two vessels			<i>Comet</i>	Wilmington
864	ship			<i>Invincible</i>	Wilmington
870	schooner <i>Cobham</i>			<i>Jonquilla</i>	Wilmington
920	sloop <i>Cygnets</i>			<i>Saratoga</i>	Wilmington
950	ship <i>Phoebe</i>			<i>Hawk</i>	Wilmington
1022	sloop <i>Tickler</i>			<i>Zebec Ulltor</i>	Wilmington
1023	schooner <i>Rambler</i>			<i>Perry</i>	Wilmington.
1024	schooner <i>Fairy</i>	8		<i>Perry</i>	Wilmington
1025	schooner <i>Balaboo</i> *	6	50	<i>Perry</i>	Wilmington
1044	ship <i>Friendship</i>			<i>Herald</i>	Wilmington

1085	ship <i>Alfred</i>			<i>Harpey</i>	Wilmington
1086	ship <i>Antonio</i>			<i>Harpey</i>	Wilmington
1092	<i>Countess Hercourt</i>	6	90	<i>Sabine</i>	Wilmington
1114	schooner <i>Contract</i>			<i>Roger</i>	Wilmington
1270	schooner			<i>Leo</i>	Wilmington
1330	brig <i>Europa</i>	10	22	<i>Petapsco</i>	Wilmington
1331	brig <i>Canada</i>	10		<i>Lawrence</i>	Wilmington
1388	ship <i>Amiable</i>			<i>Roger</i>	Wilmington
1481	ship <i>Corona</i>			<i>Chasseur</i>	Wilmington
1482	packet <i>Lady Pelham</i>	10	40	<i>Kemp</i>	Wilmington
1503	schooner <i>Sultan</i>			<i>Morgiana</i>	Wilmington
1601	brig <i>Fire Fly</i>			<i>Sabine</i>	Wilmington

Note: * -- indicates H. B. Majesty's public vessels
+ -- indicates U. S. public vessels

NOTES

¹ The list is numbered 1-1607, presumably the total number of vessels captured and presumably in chronological order. Regrettably no dates appear associated with the list.

² Names of some ports are obviously common to more than one state; however, noting vessels' other North Carolina port arrivals and other evidence seem to support a reasonable assumption that all references are to North Carolina ports.

³ A privateer is an armed private vessel commissioned by a sovereign power to cruise against the commerce and warships of an enemy.

⁴ As observed in note 3 above, the name "privateer" speaks to what the vessel does, not how its hull or rigging is designed. Where other designations were coupled with this designation—for example, "brig privateer"—I placed it in the column more properly designating a hull/rigging design.

⁵ Presuming the reader is more interested in the ports where the ships arrived than in the order of capture (especially since we have no dates of capture), I have grouped the arrivals numerically by ports and grouped the ports alphabetically. Since the original list treats apparent duplications—see 1122 and 1268, for example—as separate events, I have done so, too, assuming that errors, if any, do not affect overall totals.

SOURCES

The History of the War Between the United States and Great-Britain; which commenced in June 1812 and closed in Feb. 1815, compiled by J. Russell, Jr. Hartford: B. & J. Russell, 1815. "List of Vessels Taken from Great-Britain by the Public and Private Armed Vessels of the U. States," one of the appendices, is the basis for this article.

Barbour, Ruth P. *Cruise of the Snap Dragon*. Winston-Salem, N. C.: John F. Blair, c1976.

WATERWAYS OF NEW BERN AND CRAVEN COUNTY

Lynda de Nijs and Mary Brigham

The importance of waterways for transportation in North Carolina has been largely forgotten in this age of super-highways, fast cars, and even faster airplanes. To the immigrants of the seventeenth and eighteenth centuries, however, the waterways were not only important but almost the only means of covering any distance in a reasonable length of time. The rivers and tributaries remained essential until the establishment of the railroads in the first half of the nineteenth century. New Bern's importance as the first capital of the colony was based on the rivers between which it was situated. "Given the abundance of streams and various waterways, much of the colony's traffic was waterborne" (Butler 84). Foreign and domestic trade within the colonies was largely carried on by water. In fact, one of the reasons that New Bern was attractive to Baron von Graffenried was his desire for it to become a commercial center, especially for dealing with the New England colonies (Watson 11).

The earliest colonists were believed to have come from Virginia via the Chesapeake Bay and the Elizabeth or Black Water rivers, settling on the Albemarle Sound. Others came overland, but the "Southside Virginia" colonist did not move very far, setting up in the areas of Edenton, Elizabeth City, and the counties that bordered Virginia. As is obvious even today, most of the new settlements were located on a body of water to facilitate transportation.

In 1700 John Lawson, appointed by the Lords Proprietors as Surveyor General of North Carolina, began his voy-

age through the Carolinas on the Ashley River at Charleston, heading for the Santee River, up which they traveled to the Wateree River. The party continued in a northeasterly direction crossing more rivers (for example the Lynch, the Rocky, the Yadkin, the Uwharrie, and the "Little and Big Alamance and the Haw"). At this point in his travels, Lawson, who had lost some of his party who decided to go overland directly to Virginia from the area of the Uwharrie, accepts the services of an Indian guide, Enoe Will, to direct him to the coastal plains. Although they did not travel on the Neuse, they followed its course for a long distance. The group crossed both Contentnea Creek and the Tar River, arriving at the "Pampticough" at the end of February, having been traveling for two months (Lawson 67).

When Baron von Graffenried was establishing the town of New Bern, he felt that it should be located so as to become "a commercial center." He also planned to open extensive trading with the West Indies. Franz Ludwig Michel, an adventurer and soldier from Bern, Switzerland, who had arrived with the Swiss in New Bern, "purchased a sloop with Graffenried to carry on the trade" (Watson 11). The first voyage to Bermuda resulted in a disappointing profit. Then, during the Tuscarora War, the sloop "Loaded with corn, tobacco, powder and lead," accidentally caught fire and burned, thus dashing more of Graffenried's hopes for the colony (Watson 19).

Fear of Indian attacks in eastern North Carolina necessitated "constant patrolling of the area between the Pamlico and Neuse rivers" until a peace treaty was signed in February 1715 (Watson 21). With the threat from Indians lessened, the governing and development of the settlements received more attention. An "era of intense road-building activity" was undertaken in Craven County following completion of the King's Highway linking New Bern to the Cape Fear in 1732.

While trying to improve and increase the land transportation facilities of the area, the waterways still required attention. In 1734 the General Assembly altered the road-

building process by establishing a group of commissioners in the sparsely settled areas. These commissioners were to “direct construction of roads and bridges and the clearing of navigable streams” (Watson 31). The county authorized at least 15 new roads during the 1730s. The county commissioners decided the construction and maintenance of roads, bridges, and the establishment of ferries, but work was to be done by the landowners living nearest the by-way, be it road or water. Volunteer labor was required of all landowners, but this often resulted in less-than-ideal upkeep and many complaints.

Bridges and ferries were necessities in the coastal plain. Both of these were often a means of income for the applicant requesting permission to construct one. For example, Michael Higgins was permitted to build a bridge over the Trent River and to charge for the use thereof for a period of 25 years. It was not until 1756 that legislation was passed that permitted the justices of Craven County to “use county tax monies to underwrite the construction costs of bridges” to be used by the public (Watson 32).

Operating ferries was another means of income for industrious men. Because of the abundance of rivers and creeks in the area, one could count on having to take a ferry at least once during a journey of any distance in this part of the state. Craven County required several ferriages as the watercourses were either too wide to build bridges over or too deep to ford safely. The first ferry from New Bern across the Neuse River was licensed to John Bryan in 1739. Eight years earlier Nicholas Routledge had run a ferry from the town across the Trent River.

Ferry keepers were required to post bond in an effort to ensure that the service would be performed. Initially the county justices determined the amount of the bond. In 1734 legislation fixed the bond at £100 currency. Not quite 10 years later John Bryan gave up his ferry for lack of a proper vessel, although ferry keepers were exhorted “to maintain constant service and proper boats.”

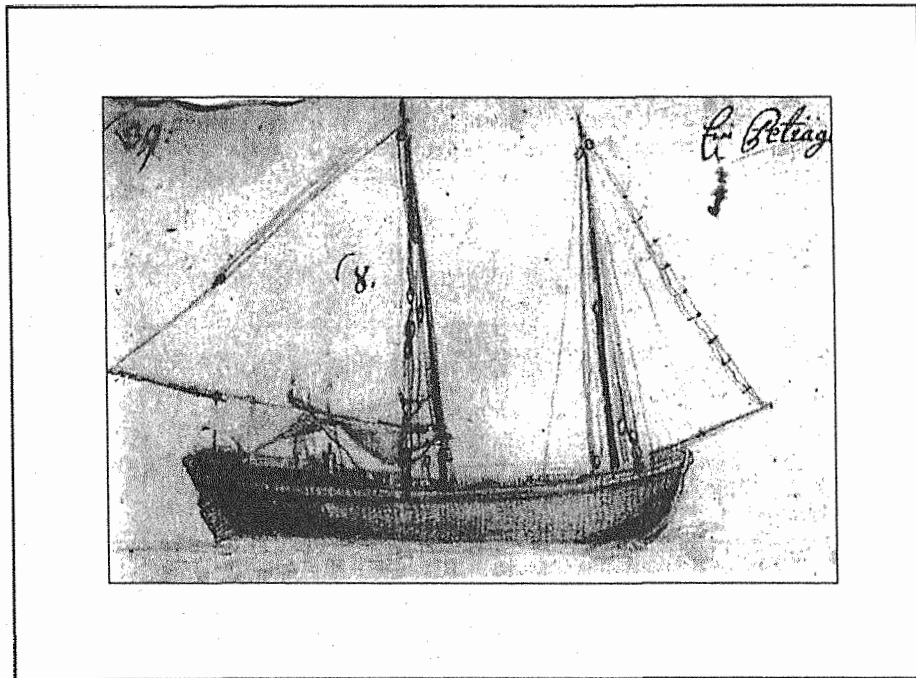
The majority of boats used were scows, flats, or canoes

that could be paddled, poled, or sailed. One of the earliest vessels believed to be used by the French who came from Virginia was the periauger, a flat-bottomed, gaff-rigged sailing vessel (*Pamlico News*, August 25, 2004). The type of boat used largely depended on its intended use: the scows and flats for ferrying passengers and produce, the other two types for freight, fishing, or travel. In 1784 ferriage rates were: 1s. 6d. per wheel for carriages; 2s. for a man on horseback; and 1s. for a foot passenger. Ordinaries and taverns were often situated near ferries for the convenience of travelers wishing to refresh themselves (or celebrate?) after a successful crossing.

County justices also required that obstructions be removed from creeks and rivers in an attempt to improve navigability. The justices were inclined to offer preferential treatment for owners of waterfront property when they requested improvements. In New Bern construction of wharves, warehouses, and other improvements was required to be completed within a prescribed time frame or the property would revert to public use. In 1775 a wharf was constructed at the foot of Craven Street and additional ones planned for the east end of Front Street and the south end of Hancock.

Before the Revolutionary War, in 1705, parliament passed the Naval Stores Bounty Act, which proved most beneficial to North Carolina. By providing a bounty of £4 per ton on exports of tar and pitch and £3 per ton for rosin and turpentine, a naval stores industry was fostered and prospered in the state. By the 1760s North Carolina was producing 60 percent of the naval stores shipped to Britain (Butler 81). Lumber products were also sent out, primarily to the West Indies. Crops, particularly Indian corn, as well as "wheat, oats, flax, rye, indigo, peas, and potatoes" made up the next largest volume (Watson 128). By 1784 tobacco inspectors were being appointed for New Bern, indicating a substantial quantity of the "fragrant weed" being shipped abroad.

Imports from the northern colonies and the West In-



1736 sketch of a periauger.
Reproduction from *Sun Journal*, 6 January 2004.

dies included some items manufactured in Great Britain that could not be shipped directly to town because the shallow channels and shifting bars of the inlets of the barrier islands prohibited many sea-going vessels coming into the port of New Bern.

New Bern's location and status as colonial capital played an important part during the Revolutionary War by acting as a conduit for "goods through the port to the Continental Army and by interrupting British commerce." A court of admiralty was established in New Bern in May 1776, through which "many a prize was condemned and sold to the enrichment of ship owners and sailors alike." Several local entrepreneurs amassed fortunes in "commercial and privateering enterprises." During the Revolution most trade was conducted with the French West Indies or directly with France. Profits of these endeavors made fortunes for such as John Wright Stanly, Richard Ellis, David Barron, and James Green. The town's location also encouraged shipbuilding and supplying, as well as production of armaments and naval stores. Because supplies could be brought into town, the Revolutionaries were able to maintain the armies and colonial commerce, although Britain attempted to shut off both (Watson 86ff).

In 1779 with the appearance of a British privateer in the Pamlico Sound, New Bernians became concerned for their safety, believing an attack would be made by water. When the attack did come, it was by land from Wilmington, led by Major James Craig, and left Dr. Alexander Gaston dead and several others wounded.

In the early 1800s, the importance of naval stores and agriculture encouraged many and aided in New Bern's prosperity and position as the second busiest port for North Carolina. Farmers relied on waterpower to run their mills, to carry their produce to market, and to raise rice. Wind-powered mills were also used. With the advent of steam-powered machinery, several mills were located in and near New Bern for processing flour and producing lumber. Nevertheless, naval stores were still the

dominant export. Also, fishing, primarily for shad, herring, mullet, and bluefish, became popular in the county, so much so that legislation was required to prevent fishermen from obstructing the waterways with their nets and seines (Watson 255).

With greater reliance on the waterways came the shipbuilding industry. Most building was of small ships in the 40- to 75-ton range; larger ships could not clear the bars of the Pamlico Sound and barrier island inlets. The best-known shipbuilder in the area was Thomas Sparrow, whose marine railway was located in town. By mid-century the Howard & Pittman shipyard and the Dibble Bros. were competition. Larger craft were built on the Bay River at William Nichol's shipyard.

Most of the ships that entered the port of New Bern were small and sailed the coastal and West Indies routes. Regular shipping and passenger lines connected New Bern with other eastern seaboard ports. In 1824 packets plied the coast to New York for the nominal fee of \$15.00. Just before the Civil War, regular service was offered to Beaufort, Elizabeth City, Norfolk, and Boston, to mention just a few destinations.

Following the Bank Panics of 1819, and again in 1837, efforts were made to increase the commerce of New Bern by recommending improvements to the navigation of the Neuse River and encouraging steamer traffic. A Craven Committee on Navigation, which included William Gaston, was set up to study the Neuse and its tributaries as far upstream as Smithfield. New Bernians also petitioned the legislature to speed dredging operations at Ocracoke Inlet. Construction of the Clubfoot and Harlowe's Creek Canal had been started before the War of 1812 and was finally finished in 1832.

In 1850-51 the Neuse River Navigation Company was chartered and subsidized with \$100,000. One of its tasks was to construct locks and dams on the upper Neuse River to raise the river level to facilitate shipping. A dam and lock were built at Contentnea Creek where it meets the

Neuse near Fort Barnwell. This project used up most of the available funds and, while more money was needed, by 1855 enthusiasm for the project had diminished. By this time the people of New Bern were counting on the construction of the Atlantic & North Carolina Railroad to alleviate their transportation and shipping problems.

North Carolina's reputation as "The Rip Van Winkle State" was fostered by visitors during the 1850s. Frederick Law Olmsted declared in his *A Journey in the Seaboard Slave States, With Remarks on Their Economy*, that "throughout the state, muddy unimproved roads are a barrier to social, educational and economic progress" (qtd. in Sauers 71). While that may have been true of the roads in the state, the fact that New Bern was considered important enough to be the object of an attack by the Union forces early in the Civil War, points out the importance of the town as a port.

By the summer of 1861 the Navy Department of the United States had received numerous complaints about depredations caused by Confederate privateers operating out of the inlets of the Pamlico Sound. Commercial interests from the New York Board of Underwriters to the State Department and the National Treasury Department complained about the losses being inflicted by this practice. It became important to the United States to get the area under Union control as soon as practicable, and is indicative of the importance of the waterways of North Carolina.

But that may be the subject of another article.

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NEW BERN'S ATLANTIC AND NORTH CAROLINA
RAILROAD:
LEASE, RECEIVERSHIP, JAMES W. BRYAN, AND
THE TWENTIETH CENTURY

Julie Hipps

The New South witnessed a railroad boom when military imposition gave way to public patronage, but not all southerners relished the encroaching rail network. Many regarded railroads as aliens intruding upon plantation culture. New Bern extended a qualified welcome to the Atlantic and North Carolina and earmarked railroads as a supplement to her waterway, roadway, and ferry system, whereas New South proponents of the 1870s appreciated the railroad as a fresh start and regional new beginning. Atlanta attributed her exponential post Civil War growth to railroads. Railroad confluence transformed Birmingham from an 1865 rural and pastoral community to a thriving coal and steel metropolis in 1900. Only intractable skeptics questioned that railroads beckoned prosperity, and competition for rail lines pitted state versus state and town versus town, each vying for favored connections and route monopolies. The advent of the automobile whittled away at railroad dominance, and by the 1920s railroad companies tended to reduce service, merge, or cease operations.

In the early 1870s, as Atlantic and North Carolina stockholders debated a North Carolina Railroad merger, Midland North Carolina Railway Company submitted a lease proposal. Expressly designed to instigate a rail line from Beaufort to Tennessee, Midland incorporated early in the decade. This outfit, brainchild of Atlantic and North Carolina stockholders C. R. Thomas, E. R. Stanly, J. L.

Morehead, and John Hughes, hoped to court foreign capital and overturn the North Carolina Railroad Company. Thomas, Atlantic and North Carolina director and Midland president, and Stanly, Atlantic and North Carolina president and Midland director, successfully recruited British investors and North Carolina businessmen. They pressured Atlantic and North Carolina stockholders to lease the company to Midland for 50 years at \$16,000 per year. The *Raleigh Sentinel* of April 15, 1874, exposed the Midland arrangement as a manipulation scheme and blatant conflict of interest,

Thomas and Stanly are moving spirits in each of the Companies. . . . The Midland corporation is only a shell, it owns nothing on the earth, or in the waters under the earth, or in the heavens above the earth (qtd. in Brown 242).

Governor Caldwell, an avid consolidation proponent, nullified the lease and replaced Thomas and Stanly with outsiders L. W. Humphrey and R. W. King.

Humphrey and King dovetailed Atlantic and North Carolina rails with North Carolina Railroad's five-foot rather than Wilmington and Weldon's four-foot eight and one-half inch gauge and deliberately reoriented the railroad from east to west. Humphrey also tussled with New Bern's Committee on Streets. The committee's jurisdiction extended from city streets to animal control, lighting, and the Atlantic and North Carolina. The board amenable diverted two-way traffic and obstructions from Hancock Street tracks, but the railroad and council locked horns over roadway repair and culvert installation. Committee members jettisoned Humphrey's petition for a Union Point hub and selected an East Front Street nexus.

On January 3, 1877, the Atlantic and North Carolina joined the Eastern North Carolina Dispatch, a consortium between New York, Goldsboro, and Morehead City. As dispatch members, New Bern cooperated with the Penn-

sylvania Railroad; New York, Philadelphia and Norfolk Railroad; and Norfolk and Southern Railroad. This contrivance committed the Atlantic and North Carolina to northern trade routes and marked a concerted shift away from North Carolina to Virginia ports. Disappointed with contractual infractions and traffic patterns, shareholders withdrew from the covenant in 1891.

Humphrey and King directed the Atlantic and North Carolina until June 1877. When the company failed to make interest payments and carried a \$26,000 floating debt, Governor Vance removed Humphrey's board, appointed new directors and designated John Hughes as president. Humphrey refused to vacate, so Vance countered by placing the company into receivership. The Supreme Court installed Hughes as receiver, and Hughes, armed with proper papers, ousted Humphrey on June 28, 1877. Company stockholders duly reinstated Hughes as president, bidding good riddance to Humphrey and receivership.

The company encountered receivership for a second time in November 1877. Maryland banker and disgruntled bondholder Colin M. Hawkins sued the railroad for insolvency, disrepair, and mismanagement and litigated for immediate receivership and subsequent sale. The legal team argued for three months, but the court adjudicated against Hawkins's motion.

As manufacturing, truck farming, and fishing anchored New Bern's post-war economy, the late nineteenth century lumber industry transformed the city from a quiet inland port to a booming mill town. Burgeoning timber businesses energized New Bern's waterways with commercial traffic. Crews hauled pine, oak, cypress, poplar, and gum to the rivers, fashioned logs into rafts, and floated or towed makeshift barges to town. Complemented by John Roper & Son, Pine Lumber Company, W. W. Munger, and D. Congdon & Sons, the Blades brothers of Maryland dominated the industry.

New Bern merchants and lumber magnates, bypassing

local ports and the Atlantic and North Carolina, relied on three steamship lines bound for Norfolk and Baltimore. The Clyde Line served New Bern and Baltimore, via Norfolk; the Old Dominion Line sailed from New Bern to Norfolk; and the Eastern Carolina Dispatch operated between New Bern and Elizabeth City's railroad connections to points north. Inland traders also underrated the Atlantic and North Carolina. Impatient with New Bern's inefficient and cumbersome ferry system, businessmen and civic leaders lobbied County Commissioners for a Neuse River Bridge. County board members empathized, but hesitated to consider bridge construction without proper funding. Anxious to appease constituents, the commissioners embarked on a financial scheme that ultimately trivialized the railroad. They resolved to underwrite the project by unloading railroad shares. Ironically, Atlantic and North Carolina's profitless stock quashed their maneuver.

The Atlantic and North Carolina managed to operate on light transit and inappreciable collections by short-changing repairs, maintenance, and capital investment. As roadbeds and machinery deteriorated, the strapped company borrowed money for routine upkeep. In 1880 private Atlantic and North Carolina stock prices plummeted to less than five cents per dollar. Backs to the wall, railroad directors reviewed lease options. Detractors harangued Atlantic and North Carolina officials, contesting that outsider control would circumscribe local traffic priorities. Debate intensified as the controversy edged its way into local politics. Eventually negativism subsided, and Atlantic and North Carolina directors selected a committee, chaired by J. L. Morehead, to solicit lease proposals. Morehead advertised for bids and received three offers in 1880. Stockholders convened to consider proposals from Wilmington and Weldon and Midland, but sparse attendance obviated meeting quorum and forestalled adjudication.

In July 1881, W. J. Best tendered another Midland offer. He raised the 1880 premium and promised to incorpo-

rate the Atlantic and North Carolina into a Beaufort-Tennessee network. Atlantic and North Carolina board members favored the arrangement by 1325 to 516 votes. Best's offer disappointed disgruntled company officers who charged that Midland circumvented contract stipulations and reneged on western expansion. On November 10, 1882, stockholders urged Atlantic and North Carolina directors to void the contract and regain the company. Six months later, Best returned the line to Atlantic and North Carolina.

Although Best failed to extend the line as promised, he managed to upgrade railroad facilities. He persuaded New Bern businessmen to lobby city hall for a \$30,000 railroad car shop and oversaw extensive repairs to bridges, stationhouses, water tanks, and warehouses. Midland crews constructed a new wharf, depot, paint shop, car shed, and company housing, replaced decayed crossties, and tended to tattered cars and locomotives.

In the late 1880s, East Carolina Land and Railway Company suggested a New Bern-Jacksonville line. In 1887 New Bernians gathered to discuss the project. Intrigued by the prospect, they enlisted Thomas A. Greene to petition County Commissioners for a \$60,000 subscription to the New Bern-Jacksonville road and an additional \$40,000 to continue the line to Washington, Greenville, and Pantego. Atlantic and North Carolina die-hards opposed the deal and argued their case to the county board. The commissioners decided to underwrite \$50,000 in East Carolina Land and Railway Company bonds, contingent upon a referendum vote. East Carolina settled the matter when they recanted the offer three weeks before the scheduled referendum.

East Carolina Land and Railway made another overture in 1889, and once again townspeople appealed to the County Commissioners, eager for railroad transit to Wilmington via Jacksonville. The commissioners acquiesced, sponsored a \$50,000 bond referendum, and voters favored the measure 1,081 to 3. In 1891 the Wilmington, Onslow

and East Carolina Railroad installed the 48-mile Jacksonville-Wilmington line. The East Carolina Company dawkled over the 37-mile New Bern-Jacksonville line until 1893. Ultimately, the undertaking disenchanted New Bernians. Protracted construction irked New Bern Mayor Matt Manly. Disappointing revenues failed to offset local levies, and the city raised land and poll taxes. To make matters worse, the Atlantic Coast Line Railroad absorbed the New Bern-Jacksonville-Wilmington Road in 1897, and enacted locally detrimental scheduling and administrative policies. The *Chronicle* of July 16, 1897, bemoaned,

New Bern has been bled as by a vampire. The W. N. and N. has been a gigantic and colossal failure—a delusion and a snare—a trick, a scheme—a tremendous swindle in its relations to New Bern,

and hoped that the Atlantic Coast Line would “take a liking to New Bern” (qtd. in Watson 541).

Despite drawbacks, the Eastern North Carolina Industrial Stock and Fruit Fair welcomed the Jacksonville-Wilmington road. County blacks inaugurated the exposition in 1890. Exhibits akin to E. R. Dudley’s two-foot-circumference eggplants, five-foot pumpkins, and four-and-one-half-foot peppers elicited region wide recognition. In 1893 exhibitors and their patrons appreciated Wilmington’s express train to New Bern’s “Negro Fair.”

Although Atlantic and North Carolina administrators flirted with leasing schemes during the early 1880s, they eventually committed to company autonomy and self-reliance. As the decade closed, Atlantic and North Carolina managers procured new equipment and installed state-of-the-art steel rails. In September 1892, President W. S. Chadwick instituted annual two percent dividends. From June 1, 1892, until June 1, 1895, the company dispersed \$104,844 from \$448,504.94 in revenue. This translated to 24 percent of gross earnings allocated to three annual dividends.

Elias Carr, governor from 1893 to 1897, resolved to disentangle the government from Tarheel railroads. He prescribed leasing, hoping to divorce the Atlantic and North Carolina from politics and even the playing field between railroads and other North Carolina businesses. In 1895 Carr solicited proposals, and in 1896 he accepted Goldsboro and Morehead Railroad's proposition. Goldsboro capitalists purposefully designed this bogus company to appropriate the Atlantic and North Carolina.

Carr's successor, Republican Daniel Russell, and Atlantic and North Carolina shareholders foiled Carr's collusion with the spurious Goldsboro company. Atlantic and North Carolina lease proponents schemed to stack the odds at the 1896 stockholder meeting. They conscientiously notified amenable board members prior to the scheduled meeting and deliberately delayed to alert their adversaries. Ardent Republican Robert Hancock outwitted Carr and his cronies. Backed by the anti-lease faction, he secured a blanket injunction against any lease whatsoever. Governor Russell sided with Hancock. Denigrating lease as an "attempted sale," Russell scorned railroad rental as an attempt "to pass from the state its interest in this great property for what is believed to be an inadequate consideration" (qtd. in Brown 185). Russell introduced two bills that expressly augmented the governor's railroad jurisdiction. When the General Assembly approved the bills on March 23 and 24, 1897, they revoked Goldsboro and Morehead Railroad Company's charter and granted the governor unconditional discretion concerning the railroads. Russell instantly removed Atlantic and North Carolina's incumbent directors and appointed a new board, with Robert Hancock as president.

The tide changed in September 1899 when the Board of Internal Improvement designated James A. Bryan as Atlantic and North Carolina Railroad president. A wealthy and influential Democrat, Bryan aroused criticism in 1880 when, as Chairman of the Board of County Commissioners, he voted for himself as county railroad proxy. A Con-

federate army captain, Bryan readily disavowed his allegiance after the southern surrender and alleged that "my sympathies were never with the so-called Confederate Government . . . [and] my relations with the Davis Government were a matter of necessity & not of choice" (Mobley 76). Bryan vowed to administer the railroad on sound business principals and promised a "New Mullet Road."

During Bryan's five-year tenure, he reallocated the dividend budget to maintenance. In October 1899, Bryan painstakingly inspected the road and explained his findings to stockholders,

The rails upon your road we found good; the roadbed we found uneven, rough and in bad order, and much of the timber in it rotten, so rotten, that in many places it was only necessary to kick the spikes with your foot in order to loosen them sufficiently to pull them out with your fingers, and in more than a thousand ties, by actual count, we found that a spike had never been driven. Comment is unnecessary. To its air line straightness alone is its freedom from accident due. The ditches had the appearance of not having been cleaned out in years. For miles they were filled with water without an outlet, and a great portion of your roadbed was badly sodded. The right of way was grown up with bushes and trees of a size that demonstrated the fact that it also had been neglected for years past (qtd. in Brown 256).

Bryan invested in capital improvements, added passenger and freight service between Goldsboro and New Bern, and supplemented daily mail and passenger trains with tri-weekly freight runs. Bryan rendered the track in serviceable condition, but increased traffic in 1903 necessitated further capital improvements. Bryan's locomotive, car, coach, and heavy rail requisitions set the company back \$284,475. Bryan intended to fund the acquisitions

with new mortgages, but disaffected stockholders nixed Bryan's plan and opted to lease the road. Governor C. B. Aycock collected lease bids in early 1904, but no offer met the Governor's contract terms. In March the Governor dispatched a committee, coordinated by the Board of Internal Improvement, to investigate allegations of Atlantic and North Carolina mismanagement and negligence. The final May 19, 1904, committee report uncovered that Bryan financed permanent improvements and maintenance at the expense of dividends. Aycock endorsed Bryan's policy, reappointed Bryan and his board, and overlooked committee findings of illegitimate rail pass distribution and questionable committee appointments.

The lumber industry fueled New Bern's early twentieth century economy. Lumber revenues skyrocketed from one million dollars in 1880 to 16 million in 1915. Poor quality roads mitigated overland traffic, and lumber magnates relied on New Bern waterways for raw material and finished product transportation. According to the *Journal* of October 6, 1899, "if the roads to New Bern worsened, the city would be cut off entirely from the county except for contact by water and railroad" (qtd. in Watson 530). The turn of the century also harkened tobacco's debut as a viable market contender. Twenty years after Amos Wade, Joseph Rhem, and S. H. Gray dabbled with various strains, the Tobacco Board of Trade regulated New Bern's blossoming market. The town supported two warehouses and courted prominent manufacturing concerns. When Wade, Rhem, and Gray experimented in 1877, the county produced 2,732 pounds of tobacco; by 1900, Craven County boasted 934,760 pounds.

The Atlantic and North Carolina entered the twentieth century in direct competition with northbound steamship lines. Beset by outmoded and rickety equipment, company repair shops north of Queen Street afforded steady employment to carpenters, mechanics, and ironworkers. As lumber propelled New Bern's twentieth century economy, Jim Crow laws ordained New Bern so-

cial mores. The Atlantic and North Carolina complied with Jim Crow segregation, and the *Journal* of August 23, 1899, applauded the measure, "the time is here for a distinct drawing of the color line, and let it run through everything" (qtd. in Watson 550). Accordingly, James Bryan substituted white for black Atlantic and North Carolina employees.

As the new century unfolded, J. E. Latham transformed the inactive Board of Trade to the New Bern Chamber of Commerce. Friendly to the railroad, his February 1900 chamber agenda listed two new constructions, a road to Aurora, and an Atlantic and North Carolina freight shed. The Chamber established a railroad mail agency, regulated passenger service, and debated the propriety and necessity of Sunday train service. Local support failed to ameliorate Atlantic and North Carolina's tenuous finances. In 1900 Democrats doubted that the company's annual income could meet outstanding debts and current expenses. In his campaign for State House, Owen H. Guion called railroad disposition the greatest political emergency since 1861 and urged shareholders to sell the road, hoping to remove the railroad from politics and unite the Democrat party. Guion parried with Bryan and accused his adversary of political machinations and railroad employee manipulation.

In the early 1900s dissatisfied stockholders grumbled that Republican governors ignored the county, appointed outsiders as directors and presidents, and dictated policies that undermined local concerns. Disheartened shareholders elected to forfeit the Atlantic and North Carolina. On September 1, 1904, Governor Aycock submitted a proposal to private stockholders who voted 893 to 97 to lease the line to Richard S. Howland, president and principle stockholder of Howland Improvement Company. State proxies supported the measure with 350 favorable votes. Howland modified the corporation's name to the Atlantic and North Carolina Company and on November 23, 1906, consolidated the Atlantic and North Carolina

Company with Norfolk and Southern Railroad Company; Raleigh and Pamlico Sound Railroad Company; Pamlico and Oriental, and Western Railroad Company; and the Virginia and Carolina Coast Railroad Company.

The amalgamation, initially called the Norfolk and Southern Railway Company restructured and altered the company title to Norfolk Southern Railroad Company in 1910. Railroad merger mitigated New Bern's mercantile traffic. Merchants preferred to ship north via rail, and the Norfolk Southern Railroad Company profited at the expense of local maritime trade. After 50 years, the Atlantic and North Carolina surrendered its independence. The Mullet Road ran out of steam and relinquished North Carolina trade to Virginia and other northern ports.

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THE PEOPLE OF THE PARENTHESIS

History and Pastors of Broad Street Christian Church

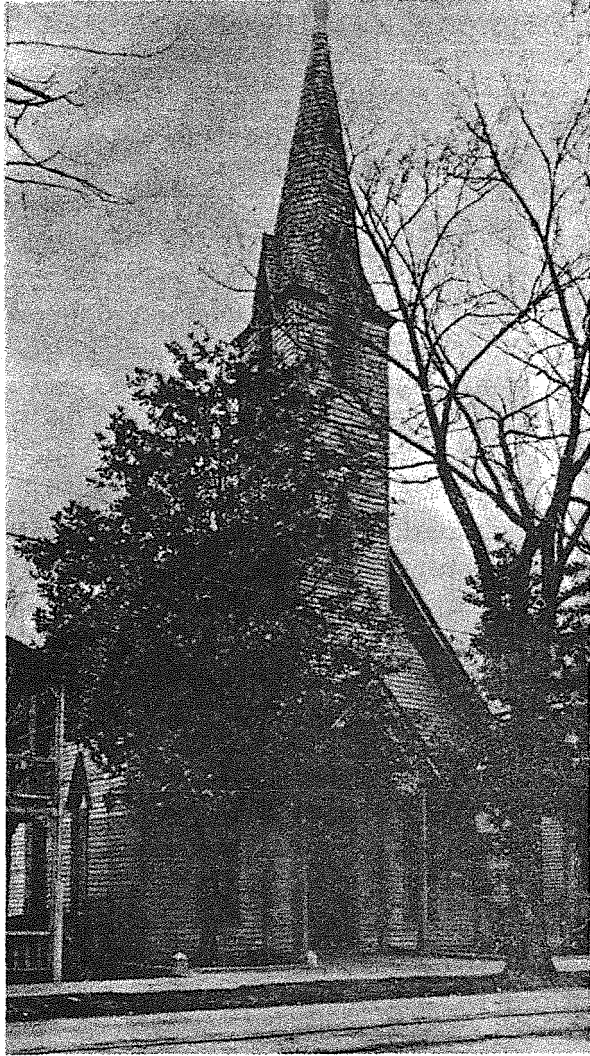
David Barteau

In 1804 Barton W. Stone, a Presbyterian minister from Bourbon County, Kentucky, formed a group called the "Christian Church." In 1811 Thomas Campbell, another Presbyterian minister, and his son Alexander Campbell formed a group called "Disciples of Christ." In 1832 both groups combined as "Christian Church (Disciples of Christ)." Members are commonly called Christians or Disciples. In this American-born church there are now about two million members nationwide, with even more millions overseas, many in south central Africa.

Christians have communion every Sunday, and all who profess belief in Jesus Christ are invited. Baptism by submersion is practiced, but upon transfer from another denomination, sprinkling or dunking is accepted. Christians see themselves as an ecumenical church and assist those in need around the world through other charities or churches, which is why there is a large following in Africa.

Christian churches almost always have a name such as Broad Street Christian Church in New Bern. Below the official name in parenthesis is "Disciples of Christ." This is how Disciples became known as the "people of the parenthesis."

The beginnings of the Christian Church in New Bern date to the 1840s. At that time John Gaylord, coach maker and preacher, conducted services in private homes. The first recorded meeting took place in 1854, led by Jessie Parks Neville. During the latter 1850s William R. Fulcher and Thomas H. Bowen continued the services and preach-



Illustrated City of New Bern, North Carolina

John B. Green, III Collection. New Bern.

Christian Church, 309 Hancock Street, circa 1914.
Photo from Green: *A New Bern Album.*

ing. From 1866-1875 medical practitioner Dr. J. T. Walsh led the Christians. Dr. Walsh besides being a preacher was also a publisher of six magazines: *The Messianic Banner*, *Biblical Monthly*, *Prophetic Examiner*, *Banner of Christ*, *American Independent Quarterly and Radical Reformer*, and *Watch Tower and American Independent Monthly and Bible Thinker*.

The congregation wanted to have their own building. On November 8, 1885, N. S. Richardson reported that a lot measuring 101 feet by 46 feet had been purchased for \$225.00 at 309 Hancock Street. Mr. Richardson had been a proofreader for Dr. Walsh, and by being so exposed to his publications converted to the Christian Church. Broad Creek Christian Church and Kit Swamp Christian Church donated building material, but construction was slow due to lack of funds, there being only \$200.00 in the treasury. It took four years to finish the structure.

The church was in the Gothic Revival style on a base of 60 feet by 34 feet. The ceiling was 21 feet high, and the steeple from ground to top 103 feet. The interior had carpeting, stained glass windows, seating for 450 and was lighted by gas. The walls were imitation stone with a wood ceiling. In 1891 a bell weighing 950 pounds was hoisted into the steeple at a cost of \$102.00. The church was dedicated on December 1, 1889, with J. L. Harper officiating and 65 members present. The congregation quickly grew from 157 to 400. Slightly over 29 years later on December 29, 1918, the church burned to the ground.

After a fund-raising drive of just 90 days, a new lot was purchased measuring 118 feet by 200 feet at the present location of Broad and Bern streets for \$7800. On February 14, 1921, ground was broken for the first floor. The building was completed in phases over several years as funds became available. Contractor John F. Rhodes finished the large neoclassical structure, and the dedication took place on April 18, 1926, with William Walford presiding. The first floor now contains the fellowship hall and kitchen. The second floor holds the sanctuary, which is lighted by a windowed cupola overhead. The library and

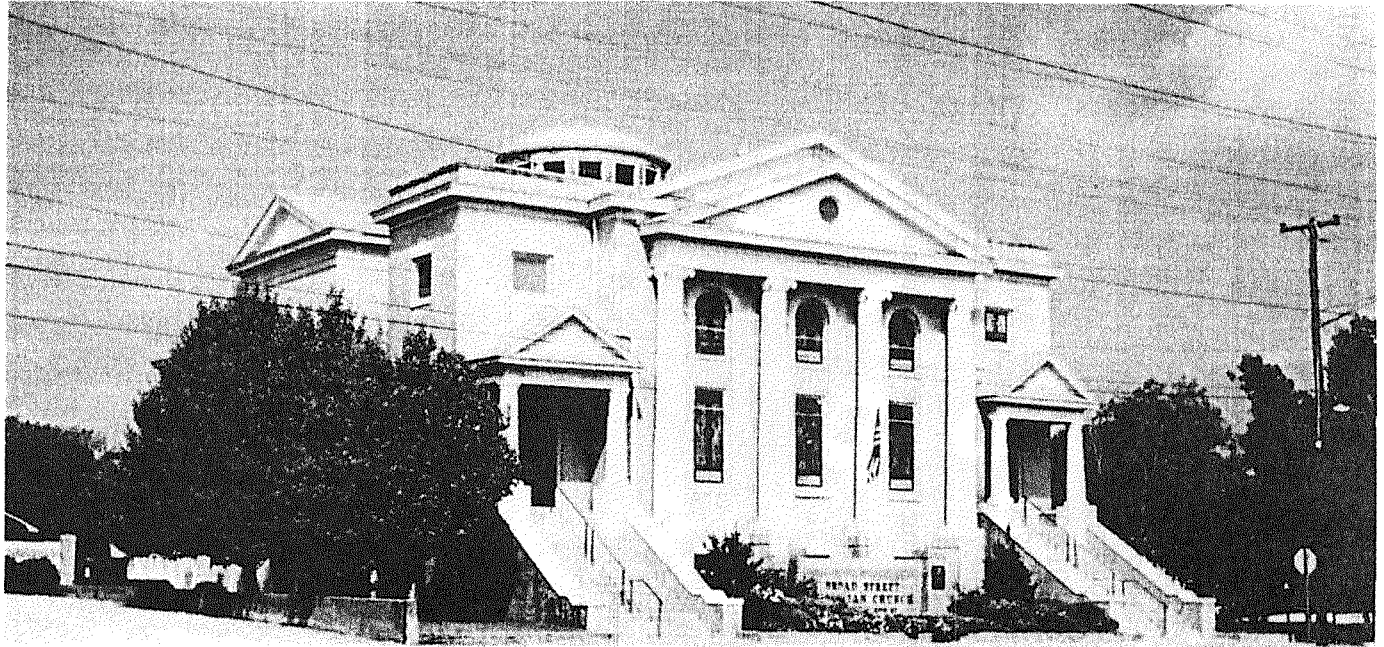
DISCIPLES OF CHRIST PASTORS IN NEW BERN

1882-1883	C. H. Howard
1889	J. L. Harper
1889	R. W. Stancill
1890-1891	Isaac Lamar Chestnutt
1892-1893	D. H. Petree
1894-1897	W. G. Johnson
1898	D. A. Brindle
1899-1903	M. S. Spear
1904-1905	J. W. Tyndall
1906	G. A. Reynolds
1907	A. F. Leighton
1908-1909	C. C. Jones
1911-1913	I. W. Rogers
1914-1915	J. E. Reynolds
1916-1924	P. B. Hall
1925-1926	James G. Ulmer
1927	D. C. Gordon
1928	Paul T. Ricks
1929	E. C. Gallaher
1930	J. Boyd Jones
1931	Duguid Lawrence
1931-1936	John L. Goff
1937-1941	Joseph W. Hagin
1942-1945	Robert M. Johnson
1946-1952	W. C. Foster
1952-1959	M. Elmore Turner
1960-1967	G. William Walford
1968-1977	Robert White
1977	Raymond Alexander
1978-1985	Arthur W. Lilley
1984-1986	Mary L. Walton
1985-1989	Roger K. Bennett
1986-1989	C. Frank Speight
1989-1990	Milton Boone
1988-1991	James Wheeler

DISCIPLES OF CHRIST PASTORS (Continued)

1992-1993	Lance A. Perry
1990-1994	Greg J. Eberhard
1995-1997	Johnny A. Phillips
1997	Jerry Sullivan
1997-2001	Joe Faulkner
2001-2002	Jim Helton
2002-2003	Michael B. McGarvey
2002-	Karen Snyder

Overlapping dates are due to associate and co-pastors.



BROAD STREET CHRISTIAN CHURCH STANDS TODAY ON BROAD STREET AT BERN STREET. Photo by VHJ.

offices are also on the second floor. The third floor has a seated balcony with adjoining classrooms, and the Chrysalis Counseling Center. There is an elevator between the first and second floors.

During the early part of the twentieth century, a trolley ran from the Riverside section of New Bern down Bern Street to the Ghent section and back again. Those attending church did not have to pay the fare, as the conductor would let them ride for free.

In the 1920s part of the church property on the west side was sold. The deed had a clause in it that if the property was sold again, the church would have first option to buy. When Carolina Trailways Bus Line relocated about 1990, the church bought the property back, and it is now used as the main parking lot. In 1999 the back brick wall was extended to create an enclosed, landscaped recreation and meeting area.

The church today has over 400 members with a well-attended Sunday school. It also has an all female staff, a first for New Bern area churches.

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Personal interviews with church members.

BOOK REVIEW

Kinchen: A Southern Novel Based on a True Family Story, John Fanning Burgwyn. (Virginia Beach, Virginia: McBride Creative, Inc., 2003. 352 pp. \$17.00, paperback. Available at the Historical Society Office.)

We do not normally review historical novels in the *Journal*. This exceptional book, however, certainly merits a review here for a variety of compelling reasons. The book's focus is on a prominent old New Bern family, the Burgwyns. The author John Burgwyn is a descendant of that family, and he obviously knows his family history. The title character Kinchen was a family slave who grew up with his young master Harry Burgwyn on the family plantation in Northhampton County, North Carolina. Harry was later to earn the title "Boy Colonel of the Confederacy" for his heroic service as commander of the famed 26th North Carolina Infantry Regiment. Kinchen was his master's devoted manservant until Harry was killed in action at Gettysburg.

Harry Burgwyn's mother Anna was from a prominent New England family. Her reactions to living in New Bern as the young bride of Henry Burgwyn prior to the Civil War provide insights into the social life of our town as well as a realistic depiction of new sectional conflicts that were to engulf the nation in the disastrous war. Strolling along the Neuse one evening she comments to her husband,

This is such a confusing place. Not to be disrespectful but I feel a chilled aloofness, and at the same time, a warm welcome. It's both dirty and yet pretty. The people are generous, yet they hold others in bondage. . . . How can that be? . . .

The Boy Colonel gained his first battle experience as second in command of the 26th during the battle of New Bern. This battle is described in rich detail. John's interpretation of the events leading up to the battle, the engagement itself, and its aftermath are accurate. I should note here that since Harry Burgwyn had the only formal military training in the regiment, this young officer was likely the one who planned and supervised the construction of the earthen fortifications now owned by your Society. Built by hand only days prior to the battle of New Bern, these defensive earthworks are still in excellent condition and their strategic location reflects young Colonel Burgwyn's military skill.

The author's account of the Burgwyn family's life at Thornbury--the Burgwyn plantation, located between Weldon and Jackson, N. C., on the Roanoke River--provides a realistic account of both the rewards and the difficulties of antebellum life in rural North Carolina. Crops fail, diseases kill livestock, fires and illnesses take their toll, the mighty Roanoke River floods and the isolation of plantation life is compelling. Harry's father was a venturesome and "scientific" farmer who adapted the latest innovations in agriculture. In one episode, large dikes were planned to eliminate the periodic flooding of the rich bottomland close to the river, but the plantation slaves could not be taken away from their farming duties for this huge project. Henry imported Irish emigrants fresh off the boat for this backbreaking work. The experiment with these stubborn Irishmen proved to be an unmitigated disaster.

The intimate and detailed descriptions of the Burgwyns, their life in North Carolina, and the prominence of the Boy Colonel of the Confederacy certainly justify reading this book. Yet, for me, Kinchen is the focal character of this novel. The author somehow manages to produce what to my ear sounds like authentic mid-nineteenth-century slave dialect. The sentence structure, grammar, and word pronunciation of the slave language

in the novel are striking. On one of his trips to New Bern, I asked the author how he managed to do such a masterful job capturing the archaic slave dialect. After all, he is relatively young and was not raised in North Carolina. John noted that he had read and studied the extensive verbatim stories of former slaves published during the depression by out-of-work writers working on public works projects.

After Harry Burgwyn's death and burial at Gettysburg, the grieving Kinchen was charged with taking the Colonel's two fine riding horses, his treasured gold watch, and a lock of his master's hair back to Harry's parents at distant Thornbury. The trip would be challenging. The route was complicated and fraught with danger. Thieves, slave catchers, rogue soldiers, and plain citizens would consider a lone black man as fair game in these perilous times. For me, Kinchen's long journey back home was no less gripping than the one made by the fictional character Inman in the best-selling novel *Cold Mountain*. I will not reveal the end of the story, because I want you to read this fine book. I hope you enjoy it as much as I did!

Richard Lore

CORRIGENDA

In the November 2003 issue, the article entitled "James Bryan's Journal" by Kenneth H. Brinson included genealogical omissions on page 17, paragraph 4. The fifth sentence should have read:

James's great-grandparents were Edward Bryan, born in London in 1663, and Christian (Christianna) Council, the daughter of Hodges Council and Lucy Hardy (Hardee).

On page 19 of the same article the bibliography listed an incorrect date for the book compiled by Charles H. Ashford, Jr. The citation should have read:

Ashford, Charles H. Jr., comp. *The Bryan House and Office, the First Two Hundred Years*. Greenville, N. C.: Morgan Printers, Inc., 2002.

In the May 2004 issue, the article entitled "Christ Church: The Civil War Years" by Richard Lore and James Findley Junior included in the second paragraph the incorrect date of establishment for Craven Parish. The second sentence should have read:

The parish was established in 1715 and the first church in town was erected on the current grounds in 1750.

IN MEMORIAM

Frederick Leroy Sloatman

Frederick Leroy Sloatman, age 75, formerly of New Bern, died at Heritage Hospital in Tarboro, Friday, August 27, 2004. He had moved to the Fountain in Tarboro in July of 2003 after living in Trent Woods for 15 years. Born in Westchester County, New York, he then spent most of his childhood in Upstate New York. While fulfilling his military service, 1946-48, he lived in Japan for a year. After graduating from Syracuse University, he joined the Charles Beckley Bedding Company working as sales manager before becoming president of the company.

In 1961 Fred married the former Marven Morgan, nicknamed "Pat." They lived in New York City for many years before moving to Katonak, Westchester County. He retired in 1989 and they moved to New Bern.

Fred was a man of many talents and interests and retirement gave him the opportunity to pursue them; to include creative writing, poetry, painting and wood working. Some of his articles were published in the New Bern

Magazine and in the Journal of the Historical Society. He volunteered at Public Radio (then W&EB), at the Soup Kitchen and was a docent at the Atmore Oliver House. He was an active member of Christ Episcopal Church.

Fred was predeceased by his sister, Muriel Marschke in 1993 and by his wife, Pat in

1999. He is survived by his niece, Lauren and his three nephews, their wives and children, Lynn Maria and Sabrina Marschke; Ted, Beverly, Craig and Kevin Marschke; Tim, Lisa and Leanne Marschke. He will also be greatly missed by cousins, Charles David Sloatman, Edna Harkins and Adeline Arnold and many friends.

A Memorial Service will be held at 11 a.m. Monday, September 20, 2004, at Christ Episcopal Church with the Reverend Canon Peter Stube officiating. A reception will follow at the church.

Arrangements by Pollock-Best Funerals & Cremations.

Paid obituary