

11/2005



Volume XVIII, No. 1

May 2005

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JOURNAL OF THE NEW BERN HISTORICAL SOCIETY

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The *Journal of the New Bern Historical Society* is a semiannual publication of the New Bern Historical Society, a non-profit organization dedicated to the preservation of the rich heritage of New Bern. Articles, letters, photographs, and memorabilia relevant to the history of New Bern and Craven County may be submitted to the editor for review. (Post Office Box 119, New Bern, North Carolina 28563 or nbhistoricalsoc@connect.net)

**THREE WINDOWS IN CHRIST CHURCH:
ARETE SITGREAVES ELLIS, WILLIAM HOLLISTER
OLIVER, AND WILLIAM NASSAU HAWKS**

The Honorees, Donors, and Their Families

Julie Hipps

Flames engulfed Christ Episcopal Church on Tuesday, January 10, 1871, encompassing the edifice from its cornerstone to steeple. Onlookers testified that, when the steeple gave way, they could hear the church bell sound as it plunged to the ground. The congregation rallied behind their rector the Reverend Edward M. Forbes, and the entire parish, including children, participated in a re-building campaign. Parishioners opened their hearts, and pocket-books, as they donated a variety of memorials, including 14 stained glass windows, four for the narthex, and ten for the nave. These windows have graced the church since 1875, evoking not only church history but also the stories of the people commemorated, as well as donors of the windows.

The Arete Sitgreaves Ellis window

The first window, to the north on the west wall, memorializes Arete Sitgreaves Ellis, a faithful church member and home missionary. This window features the anchor, symbol of hope and steadfastness, and the open Bible, symbolizing the holy word of God, each on a red circular ground within a green cartouche. Below are the words, "In Memory of Arete S. Ellis" on the left and "Many daughters have done virtuously, but thou excellest them all," Proverbs 31:29, on the right, each on a shield.

Miss Arete's father George Ellis married Amaryllis Sitgreaves, sister of Judge John Sitgreaves. He represented local constituents in the North Carolina State House of Commons from 1800 to 1801.

Miss Arete's story dovetailed with the saga of the Moses Griffin Free School. Moses Griffin (1753-1816), a Craven County resident, grew up on the farm of his father Solomon Griffin. An industrious youth, Moses received little formal education. When Solomon died, he bequeathed his property to his children. Soon after he inherited Solomon's land, Moses enlisted in the colonial militia. During the War of Regulation in 1771, his militia unit entered the fray on Governor Tryon's behalf. He returned to his property, a wounded veteran.

Griffin, now a plantation owner, also ran mercantile and real estate businesses. Moses Griffin lived alone. He never married, and he entertained few friends. He invested well, however, and his businesses prospered. An eccentric miser, Griffin died in 1816. Enticed by uncommonly low pricing, Griffin suffered, after gorging upon a seven-and-one-half-cent shad. Buried at Cedar Grove Cemetery, he surrendered his life to a form of indigestion and heart failure, called colic.

Probated in June of 1810, Griffin's lengthy will, dated September 13, 1807, allowed a small bequest for his nephew. It also destined five of Griffin's slaves for freedom under specific conditions of time, wages, and any applicable legal strictures. Griffin, via his will, directed the executors, Edward Graham, William Gaston, John Devereaux, Francis Hawks, and John Oliver to either invest estate funds in bank shares, or lend at interest. Griffin also instructed the executors to rent, not sell, his houses and lots. Penny-pinching even from the grave, Griffin admonished his executors to levy the highest possible rental rates.

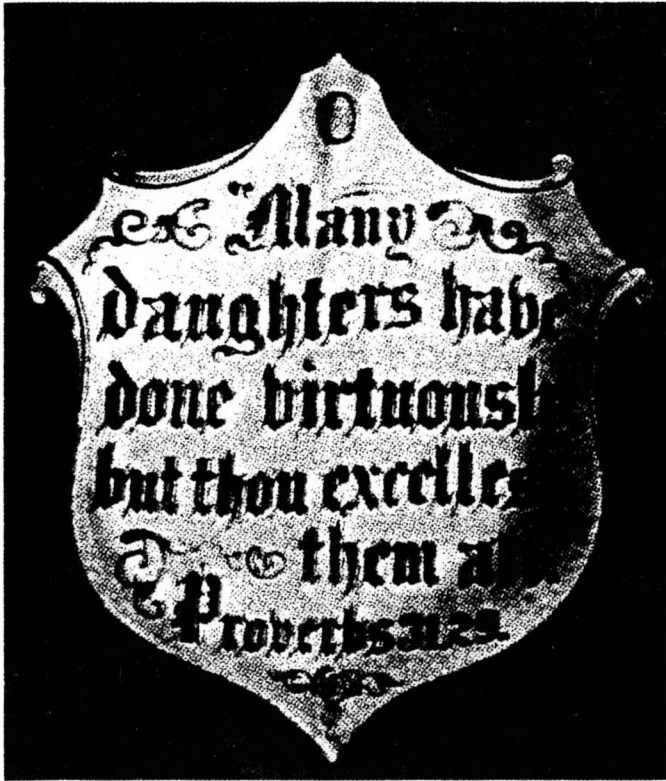
A prudent businessman, Griffin cautioned the gentlemen to accumulate substantial cash reserves before securing a two-acre lot in an accessible and healthy New

Bern location. Then, when finances allowed, Griffin designated a school-building for the property. The will specified a one-and-one-half story brick structure measuring 30 feet in length and 20 feet in width. Furthermore, Griffin designed a large first-floor classroom, spacious enough to accommodate 20 or more young scholars. Griffin, posthumously, named his school Moses Griffin Free School, and he explicitly dedicated his school to the education of indigent youngsters. Then, when funding provided, Griffin instructed his executors to hire a proper schoolmaster. In addition to housing and educating the orphans and poor children, Griffin insisted that the school feed and clothe the pupils. Even in postmortem, Griffin sealed the students' futures, as he stipulated that each pupil undertake apprenticeships at age 14.

Griffin's relatives attempted to break the will. Arguing that, as next of kin, they deserved to inherit, they sued, hoping to nullify the document. John Louis Taylor, Chief Justice of the State Supreme Court, praised the trust when he upheld the will.

Moses Griffin Free School was incorporated in 1833. The former executors, now trustees, purchased, in 1835, land on George Street, and they reviewed plans for the schoolhouse in 1840. They awarded New Bern builder Hardy B. Lane a contract for the job, and he supervised its construction between 1849 and 1851. Lane's costs ran over \$11,000. He spared no expense when he installed tin roofing and ordered Baltimore brick, the brick of choice for damp climates.

The trustees decided to educate wayward girls only, rationalizing that trades catered to poor boys. They also selected a headmistress, not a headmaster, as mandated in Griffin's will. Miss Arete Sitgreaves Ellis directed the school's opening as its first headmistress. Miss Arete followed strict rules and regulations concerning the care of her girls. She insured that the 20 girls received proper lodging, clothing, nourishment, and medical attention. The conscientious school teacher structured her pupils'



Quotation from Proverbs is printed in a shield on the Arete Sitgreaves Ellis window. Photo from *The Windows of Christ Church*.

days carefully. The day began with three hours of school exercises. Miss Arete taught the girls how to sew, and she allocated time for the young ladies to make their own clothing. In addition to sewing, she taught knitting, spinning, housework, weaving, cooking, milking, and gardening. After the girls completed scouring and cleaning chores, the gentle headmistress topped off their schedule with regular Bible, religion, and morality lessons. At the close of the day, they read prayers from the Episcopal prayer book, and the girls were sent to bed, youngest first.

Frequently, Miss Arete, accompanied by her Saint Bernard dog, guided the girls on woodland treks to study and gather wildflowers. Miss Ellis, a "good motherly lady," (Whitford 214) and staunch Episcopalian, attended Christ Episcopal Church. On Sundays, Miss Arete and her charges, clad in summer blue and white or winter blue and grey uniforms, promenaded to church services. The dignified and orderly group paraded through town straight to the church where Miss Ellis sponsored some of her students in baptism. The faithful and conscientious headmistress balanced academics, faith, and fun by arranging courtesy cotillions with grab bag prizes.

Townspeople, included John Patterson Green, loved and respected Miss Arete. A free black child growing up in New Bern during the 1850s, Green wrote fondly of Miss Ellis in his memoirs. He extolled the teacher as a "noble, white lady . . . a maiden lady of culture and refinement" (Green 25). He remembered a cold day in the winter of 1855-1856, when his mother sent him to the market to fetch a pig. On his way home, John struggled as he pushed the dressed pig in a wheelbarrow. The pig outweighed John, at 100 pounds, by 50. The boy stopped to rest and catch his breath when Miss Arete happened along carrying a few parcels. Noticing the cold and tired youngster, she stopped immediately, and, mercifully, dispatched her packages to the lad. Seizing the wheelbarrow, she hauled it to his mother's house.

Green continues reminiscing,

Here was, in fact, an angel in disguise. Her name was Arete, a Greek word, which, in the original Greek signifies talent, skill, fitness, courage, etc., and surely, on this occasion, she proved that she was worthy of the name. Miss Ellis, has long since, been gathered into the bosom of her Lord and Master who she loved and served. It has been sixty-five years since this unselfish deed was done, "unto one of the least of these." But, her face and form and kindly act, lives and blooms perennially, in my mind and heart, never to be forgotten; and whether there be erected monument or tablet in commemoration of her useful, virtuous and noble life, I know not; but, here and now, I pour out to her all the gratitude and esteem of an appreciative heart hoping that a knowledge of her goodness may stimulate others to "go and do likewise." (Green 26)

Yankee soldiers, lead by Civil War General Ambrose Burnside, captured New Bern on March 14, 1862. After the town's defender, General L. O'B. Branch surrendered, panic-stricken soldiers and locals fled to the railroad station. Some people, anticipating a hasty exodus, loaded awaiting railway cars with their belongings. The trains, pulling away amidst tumult and confusion, inadvertently left two cars, and 60 people behind. Miss Ellis sheltered the bewildered group at her school until General Burnside permitted the stragglers to evacuate.

The Elizabeth Gittig and Samuel Oliver window

Miss Mary Taylor Oliver succeeded Miss Arete as the school's chairwoman. Her father William Hollister Oliver (1829-1908) donated the Christ Church window adjacent to the left of Miss Arete's, also on the west wall. The Oliver window honors the donor's parents, Samuel (1781-1855) and Elizabeth Gittig Oliver. It features the incense burner, a symbol of worship, adoration, and prayers of the faithful ascending to heaven, and a Greek cross, each on a blue cir-

cular ground within a crimson cartouche. Below are the words, "Sacred to the Memory of Elizabeth Oliver" on the left and "Sacred to the Memory of Samuel Oliver" on the right, each on a shield.

Samuel, son of Joseph (1751-1817) and Susannah (1749-1828), enriched his community as a Christ Church vestryman, member of St. John's Masonic Lodge, and merchant. During his term as vestryman, the agenda listed acquisition of property suitable for a church rectory. Oliver, alongside John Blackwell, John N. Washington, J.C. Justice, Alex Justice, and Mrs. Daves, donated \$150 earmarked for the purchase of a Craven Street lot.

As a mason, Oliver exercised his fund-raising skills. When a fellow mason named Lowthrop died, his family needed help with burial expenses. So Oliver collected \$150.49 on their behalf. He also supported St. John's in 1797 by peddling New Bern Theatre tickets, and in December 1800 he contributed \$10.00 to the building fund. Three years later, St. John's drafted Oliver to serve as a member of the Mason's Ball Committee. Oliver and his committee (including Mr. Osborn, F. Nash, B. Vail, and James Taylor) promoted, budgeted, and organized the gala.

Samuel Oliver and his brother Joseph maintained stores on Pollock Street between Dunn's corner (Middle and Pollock streets) and Simpson's corner (Craven and Pollock streets). Shoppers who frequented Pollock Street enjoyed visiting the businesses. Oliver's establishment evidently prospered, as he purchased in 1814 the house at number 34 (now 217) Hancock Street. Oliver's heirs resided in Samuel's home until the turn of the twentieth century.

Samuel married Elizabeth Gittig on November 7, 1805. They had seven children: Joseph (1808-1817), Samuel Jr. (1810-1836), Elizabeth Green (1815-1819), Henry (1820-1821), Matilda Elizabeth (1822-1825), Richard Mason (1829-1835), and William Hollister (1829-1908). The Olivers scheduled proper baptisms for all seven children, and

Samuel, his children, and his brother Joseph rest in the family plot at Cedar Grove Cemetery.

Merchant, mason, vestryman, and community leader, donor of the window William Hollister Oliver married Hannah Taylor Attmore (1829-1881) on April 20, 1854. When Hannah's father George S. Attmore died in 1859, she inherited his Broad Street home, known today as the Attmore-Oliver House, headquarters of the New Bern Historical Society.

Hannah bore William eight children. Five of the eight lived to adulthood: George Attmore, Elizabeth Gittig, Mary Taylor, Hannah Attmore, and Martha Harvey. The 1860 census listed three Oliver children residing in the home: George A., age five; Elizabeth G., age three; and Mary T., age two. Hannah's siblings Isaac, age 22, George, age 14, and Rebecca Christine, age 17, also lived with the Oliver family. By 1880, the household had grown to 11: William, Hannah, five Oliver children, Rebecca Attmore, Sarah Attmore Primrose, Sarah's son Robert, and Emily Grimes, the maid. On February 25, 1881, Hannah succumbed to rheumatism. William, now a widower, lived in the Broad Street residence with his adult children George and Mary, plus his sister-in-law Rebecca.

At Christ Church, secretary of the vestry Moses W. Jarvis resigned in March of 1860. A fellow vestry member William Oliver succeeded Jarvis as secretary. He later filled the posts of treasurer and junior warden. In 1861 Oliver accompanied James W. Bryan, Fred C. Roberts, and Henry R. Bryan to the diocesan convention at Morganton. Five years later, New Bern hosted the convention. Oliver attended New Bern's convention, alongside Jacob Gooding, John Hughes, and Frederick C. Roberts. On Sunday, May 23, 1875, Bishop Atkinson consecrated the newly reconstructed church building. Senior Warden Jacob Gooding presented proper papers, signed by William H. Oliver and other church leaders (Jacob Gooding, John Hughes, D. T. Carraway, Joseph Fulford, Henry R. Bryan, and George Roberts).

Aside from his church obligations, Oliver promoted Craven County agriculture. In the nineteenth-century, agricultural societies spearheaded local campaigns to improve farming and horticulture. Craven County agriculture proponents began to organize into societies in 1827. They designed these leagues to disseminate information, bring farmers together, and to sponsor fairs that promoted quality produce and up-to-date farming techniques. After some 30 years, in January of 1859, agricultural societies lacked effective and efficient structures. Dissatisfied with the status of the extant farming organizations, William Oliver, John D. Whitford, James S. Ives, F. P. Latham, Joseph Rhem, H. T. Guion, and their leader Council B. Wood convened at the Gaston Hotel. These men established a practicable agricultural society as well as the "Union Fair Ground." New Bern's fledgling agricultural consortium needed land for the fairground. So the group secured a lot between the Atlantic and North Carolina Railroad tracks and the Neuse River. Then the agriculturalists rallied enough local interest to sponsor an onsite racetrack.

The General Assembly rewarded the organizers' hard work when they incorporated the enterprise during the 1860-1861 session. Officially recognized as Union Agricultural, Mechanical, and Commercial Society, Oliver's agricultural institution merited a state statute protecting the fairgrounds and society property from vandalism. As a duly incorporated venture, the Union Agricultural, Mechanical, and Commercial Society elected as president William B. Wadsworth, and secretary William Oliver.

In less than one year, New Bern's agricultural society gained state sanction, installed a fairground and racetrack and opened their inaugural fair in September of 1859 with a follow-up event in 1860. Nineteenth-century expositions and fairs promoted farm products and methods, as well as the country's economy. Some larger cities sponsored region-wide events, for example, the Atlanta Exposition invited Oliver to submit specimens of his famous jute.

Educational and entertaining, agricultural fairs at-

tracted large crowds, however "the single most festive occasion in New Bern during the antebellum period was the celebration of the completion of the Atlantic and North Carolina Railroad" (Watson 367). A 51-member committee orchestrated the proceedings. William Oliver chaired the entertainment subcommittee. As chairman, he commanded the acquisition and preparation of food for locals and approximately 8000 visitors. Oliver ordered white granite plates and cutlery from New York. After the celebration, Oliver defrayed expenses when he sold the tableware at auction. He mustered 2000 pounds of fresh meat, 1000 bushels of oysters, a boatload of sweet potatoes, innumerable loaves of bread supplied by New Bern baker Sebastian Bangert, barrels of crackers, peach and apple pies, and homemade morsels prepared by practically every household in town. Scuppernong wine, whiskey, and champagne flowed freely to locals and guests from all corners of North Carolina.

Ringing bells and 13-gun salutes inaugurated the celebration at sunrise on April 19, 1858. Gunfire punctuated the day at noon, sunset, and quarter hours. Parades and processions graced the sun-filled afternoon as guests and townspeople enjoyed the United States Band from the ship "Pennsylvania" and speeches by Francis L. Hawks and Henry W. Miller. Seating the enormous crowd at mealtime posed no problems for Oliver, who converted the railroad machine shop into a banquet hall. The large building accommodated the guests nicely, and the railroad depot readily transformed into a dance hall.

William Oliver rose to the occasion when he coordinated the April gala; likewise he lent his talent to New Bern's educational system. As a Moses Griffin Free School trustee, he managed the finances of the institution. In addition, he devoted time and energy to the New Bern Academy. On February 8, 1866, Oliver joined the Academy board of trustees. (Other trustees included Alonzo T. Jerkins, R. F. Lehman, William D. Moore, John Hughes, J. A. Leland, J. T. Hough, E. R. Stanly, and Matthias E. Manly.)

Later that year, Oliver, Matthias E. Manly, and E. R. Stanly successfully recruited a suitable teacher for the female department.

In 1868, politics determined the composition of the school's leadership, when Republicans replaced John Hughes, Alonzo Jerkins, John Flanner, William Moore, and William Oliver with their fellow party members. Republicans administered the school until 1875, when voters elected a new board of trustees. (The new roster included William Oliver, Matthias E. Manly, Alonzo T. Jerkins, William Hay, John A. Guion, James B. Hughes, Charles C. Clarke, Joseph Fulford, Alexander Justice, Frederick C. Roberts, John D. Whitford, William Hollister, and John Hutchinson.) The school flourished under the guidance of the freshly reinstated and elected trustees. By 1882 the student body had outgrown the old federal period Academy building; subsequently the board appointed a committee to plan a new school facility. Oliver chaired the building committee, and he supervised construction. The May 8, 1884, groundbreaking ceremony featured a speech by Oliver and student choruses of "Old North State" and "Ho for Carolina."

In 1908, the trustees considered a fourth school building. Oliver questioned this proposal, and he publicized his opinion via three broadsides, entitled "The Proposed New School Building," "Need of an Auditorium," and "New School Building." As a trustee of the Moses Griffin estate, Oliver disagreed with the Board of Education's decision to consolidate Griffin Free School and Academy funds. Furthermore, Oliver objected to the placement of the building on the lot. To his mind, the board selected an obscure site, hiding a building that deserved recognition and distinction. He argued that the structure, a monument to its benefactor Moses Griffin, merited the more prominent Hancock and New Street location. The Board resolved the controversy when they converted the extant 1904 facility into a double building, and they renamed the entire edifice after Moses Griffin.

Oliver's dedication to his community extended beyond education, agriculture, and church to fire prevention and politics. Oliver served as fire warden, and on the executive committee of Newbern Mutual Fire Insurance Company. A Democrat, he exposed the Republican Party's rampant negligence, favoritism, and corruption. In 1857, William Oliver, Alexander Mitchell, W. G. Brinson, and J. J. Wolfended launched a scathing critique of Republicans who condoned excessive taxation and irresponsible spending.

After the Civil War, Oliver relinquished his wartime quartermaster duties for his career as a merchant. During the 1880s, Oliver, reconsidering his options, elected to sell fire, marine, and accidental insurance full time. He died at age 79, "a man respected and loved by all for his integrity and steadfastness" (Hughey 20). The marker at his grave in Cedar Grove Cemetery acknowledges William Oliver as "Quartermaster, C.S.A."

The William N. Hawks window

Although Moses Griffin envisioned his school as an independent institution, Christ Episcopal Church members Arete Sitgreaves Ellis, Mary Taylor Oliver, William Hollister Oliver, and William Nassau Hawks guided, directed, and enriched the school. The Oliver window faces the window dedicated to William Hawks on the east wall. Presented by his Sunday school class, this window acclaims Hawks as a rector of Christ Church and features the censer and a Gothic altar, symbolizing the presence of Christ in the Eucharist. Below on the left are the words "In Memory of our Rector William N. Hawks" and on the right "Precious in the sight of the Lord is the death of his saints," Psalms 116:15, each on a shield.

William Hawks's grandfather John Hawks designed Tryon Palace in 1767. His father Francis Hawks, customs collector for the port of New Bern, married, on March 7, 1793, Julia Airay Stephens, daughter of Richard Nassau

Stephens and Mary Lister. Julia Hawks, mother of Francis Hawks's ten children, died in childbirth on April 2, 1813.

Francis Hawks then married Elizabeth Pugh Guion on December 8, 1813, and on February 25, 1816, she succumbed to a lingering illness. As a single parent to five sons and five daughters, Francis Hawks "tuned up" his boys on Monday mornings with a whipping. When the brothers protested, Francis Hawks responded, "Oh, you will deserve it anyway before the week is half gone" (Whitford 174). The five brothers tuned up beautifully: John, a lawyer; Samuel, a teacher; Cicero, the first Episcopal Bishop of Missouri; Dr. Francis Lister, author, Episcopal priest, and first president of the University of Louisiana; and William, teacher, priest, and Christ Church rector, from 1847 to 1853.

At the time of William's birth, his father presided over the New Bern Academy Board of Trustees, and William later matriculated at the school. An active church member, William Hawks represented Christ Church as a delegate to the 1830 convention. (Moses Jarvis, James W. Bryan, and Charles G. Spaight accompanied Hawks to the convention.) Christ Church Rector the Reverend John R. Goodman presided at the marriage of William Hawks and Sarah C. Coart on April 20, 1831, and, according to the 1850 Craven County census, Sarah and William Hawks raised four children: Elizabeth Coart, born September 24, 1837; Cicero Lister, born December 31, 1838; Julia Hawks, born in 1841; and William, born in 1843.

Rector of St. Peter's in Washington, North Carolina, in 1832, Hawks returned to New Bern as Christ Church interim rector between the Reverends Goodman and Burke in 1834; between the Reverends Burke and McRae in 1837 and 1838; and between the Reverends McRae and Hubbard in 1842. During the 1835-1836 interludes, Hawks sanctified the February 20, 1835, marriage of his brother Cicero to Ann Jones, daughter of Dr. Hugh Jones. In addition, Hawks answered a call to serve at St. Thomas Chapel. The Reverend Mason directed, in 1832, the inception of St.

Thomas Chapel, a Christ Church mission. After the Reverend Thomas S. W. Mott of Lenoir County completed the task, Hawks conducted services at the fledgling church.

Hawks, a teacher at the Moses Griffin Free School, accepted the position as school principal in 1842, however his commitment to education extended beyond the Griffin School. In 1835 New Bern Academy, in a decline, suffered enrollment attrition and disrepair. Students and teachers, in 1843 vacated buildings, described by the *Newbernian* as "an eyesore not only to every lover of learning, but to everyone who takes pride and an interest in the fair appearance of our town" (Gadski 87).

The Board of Trustees, committed to repairs, improvements, and revitalization of the school, met in January of 1844. The Board decided to recruit a new principal, and they selected William Hawks. Under Hawks's direction, the female department separated from the male department, and tuition reductions increased enrollment. By 1850 the Academy boasted a number of distinguished teachers. The next year, however, the Board of Trustees restructured the institution and, soon thereafter, solicited for a new principal. Ousted from the Academy, yet undaunted, Hawks and his partner A. F. N. Rolfe, opened a new school, at Odd Fellows Hall on Middle Street. Hawks ran his school, later at another location, until his departure for Georgia in 1854.

In 1845, prior to his appointment as Christ Church rector, Hawks formed a short-lived adjunct church for 70 black parishioners. Historically, Christ Church maintained an association with New Bern's Episcopalian African Americans. During the antebellum era, Christ Church supported a strong black contingent, and efforts to install a separate black church ensued for 40 years. Dr. Richard Mason in 1826 dedicated his Sunday evenings "to lectures on the Scriptures and catechetical instruction for the benefit of the colored people" (Carraway, Crown 173). Blacks in 1832 comprised 11 of the 106 Christ Church parishioners, prompting the Reverend John Goodman to establish

an ephemeral African American congregation. Coincident with his 1833 visit, Diocesan Bishop the Right Reverend Levi Silliman Ives noted New Bern's flourishing black congregation (Carraway). Bishop Ives, officiating at a Christ Church service in 1839, commented on the extraordinarily large black contingent. James W. Bryan complained in 1854 that handsomely clad free blacks of New Bern "have taken the Episcopal Church," as well as the pastor's Sunday school class (Watson 335). Furthermore, two free black families owned pews. In 1866, under the leadership of the Reverend Forbes, Christ Church sustained 15 African American parishioners. The Reverend Forbes founded St. Cyprian's Episcopal Church, and he reported to the Diocesan Convention in 1867 that "all the colored communicants had been transferred to St. Cyprian's Church" (Carraway 173).

James Bryan's comments coincided with William Hawks's tenure as Christ Church rector. A former lay delegate to Diocesan Convention and interim rector, Hawks succeeded the Reverend Hubbard in 1847. The vestry granted Hawks a salary of \$750, and as pastor, Hawks continued to direct St. Thomas mission. Hawks also maintained his connection with the Moses Griffin Free School. The busy rector baptized five Griffin School girls on December 7, 1847, and he officiated at the burial of Griffin School student Susan Sammonds, age ten, on September 18, 1847. (Hawks baptized Rachel Nobles, Sally Brinson, Clara Tyndall, and Salathia Pearson, all young ladies sponsored by Arete Ellis.) The church sustained a consistent congregation during the Reverend Hawks's ministry. In May of 1848, parishioners counted 154, with 39 blacks. In 1849 communicants totaled 160, with 36 blacks, and in 1850 the congregation numbered 156, with 34 blacks." The church dropped two African Americans from the register in recourse for "evil living" (Carraway 152).

Apparently, William Hawks suffered financially. He clarified his pecuniary dissatisfaction to the vestry, questioning budget decisions that based rector salary on church

pew rentals. Money troubles and heavy pastoral and teaching duties incited Hawks to resign in August of 1853. He then ventured from New Bern to the Episcopal Church in Columbus, Georgia.

“A true pastor, beloved by his congregation, and also by members of other denominations” (Carraway 151), Hawks never achieved the acclaim granted his more renowned brothers, Francis and Cicero. Nevertheless, local admiration for William Hawks endured, and respect for his memory culminated in his Christ Church window. Arete Sitgreaves Ellis, William Hollister Oliver, and William Nassau Hawks shared connections to the Griffin School and Christ Church. The three humble servants also shared a commitment to their community, a willingness to lend their talents, industriousness, quiet faith, and steadfast dedication to the task at hand. Measures of greatness take many forms, and the three windows at Christ Church testify to the nobility of a teacher, a businessman, and a parish priest.

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THE NEW BERN HAULING MACHINE:

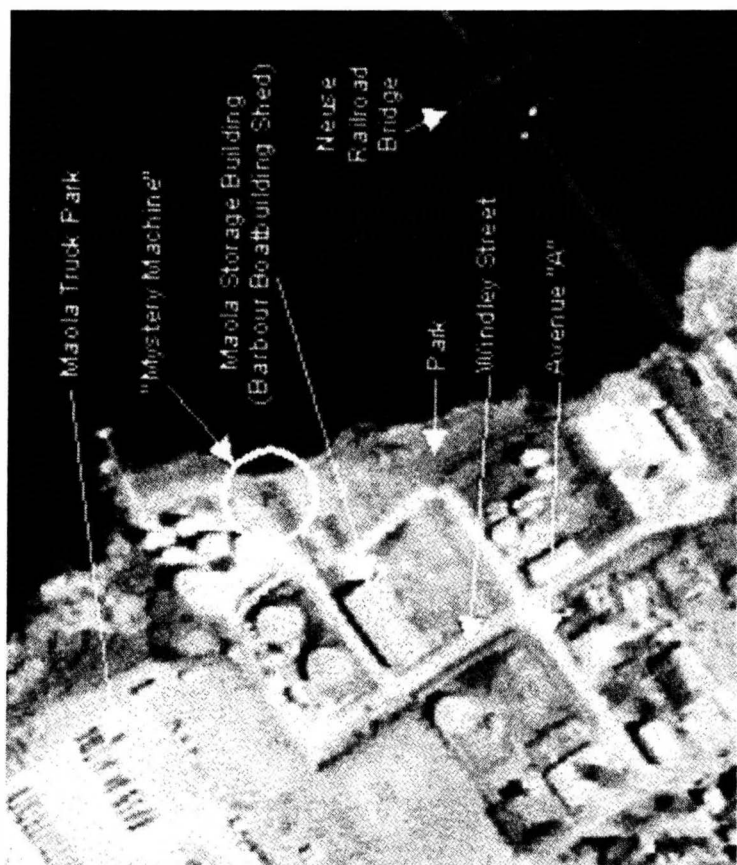
A Proposal for a Simple Memorial to New Bern's Shipbuilding Heritage

Thomas McGraw and Dick Lore

Discovery of the "Mystery Machine"

In the fall of 2004, T. F. McGraw visited the small memorial park near the end of Avenue A. The visit was merely one of curiosity to look over the huge industrial area that was being razed along the Neuse. The general site location is shown in Figure 1. Of note was a half-sunken barge with a large crane on it and the mast of a sunken sailboat poking out of the water next to the barge. Of far more interest was the presence of a large geared "machine" just visible in the underbrush behind one of the Maola Dairy buildings. The gears were huge and unfamiliar in today's machinery profiles. McGraw photographed the machine (Figure 2) through the chain link fence and set off to find out just what this dinosaur could be. What if it is an old marine railway winch? Or a winch to pull railroad cars off a barge? Maybe even something off an old ship! What if it has historical significance? Could it be preserved?

Dick Lore, a local historian, agreed that it should be checked out. After his own visit to the site, he agreed that this artifact was worth tracking down, and that if it reflects New Bern's maritime history in some way, it should be saved and perhaps displayed. The two men planned a small campaign to get permission to inspect the machine, clear the brush away from it, and to document it to the point where its identity and significance might be determined.



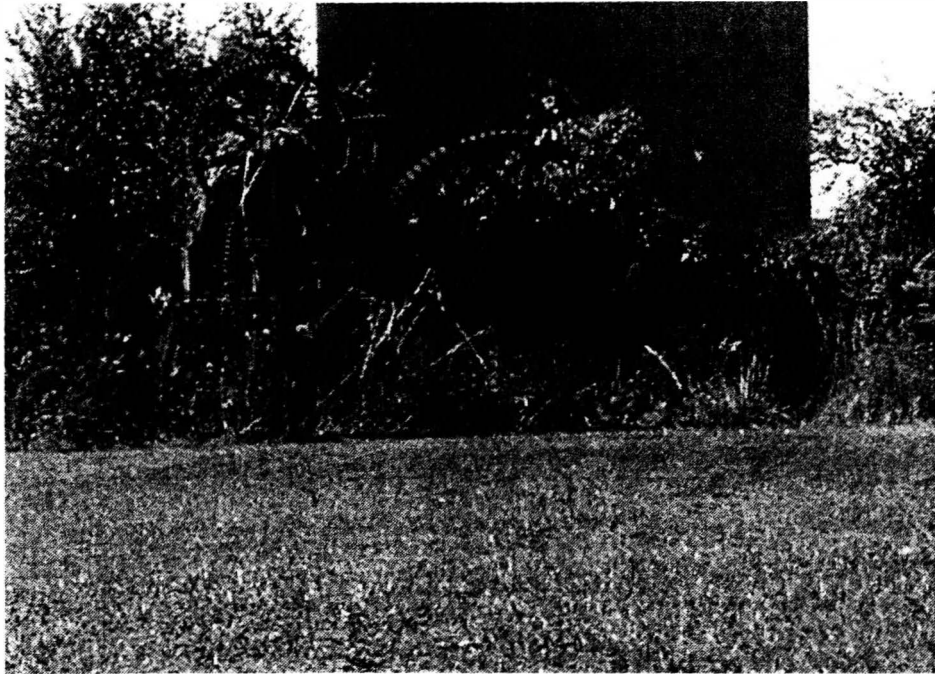


Figure 2. First sighting of the "Mystery Machine." Photo by McGraw.

An early contact at Maola recalled that the machine was once offered to the Maritime Museum at Beaufort, but the offer was not accepted. What a break for New Bern!

In December 2004, Dick Lore secured permission from Maola management to look the machine over, and Dick, Harry Goodman, and Tom McGraw went to the site prepared to solve the mystery. "Buzz" Mead also came by to help. Harry Goodman, formerly manager of a shipyard operation on the Great Lakes, is familiar with yard machinery.

Documenting the Machine

The machine is currently located behind a Maola building which appears to store retail refrigerated display cases. It is along a fence which apparently divides Maola property from Royster-Clarke property, and is overgrown with weeds, vines, and small saplings. The machine is located only a few feet from the shore of the Neuse River, while the proximity of the channel through the railroad bridge suggests that deep water is not far offshore. The explorers immediately speculated that the machine might be part of a large marine railway because of a large-toothed chain wheel, which appeared to be the only means of extracting torque or pull from the machine. Some doubt remained about that, since there seemed to be no means to accumulate the chain as it emerged from the water.

Along the driveway (which appears in Figure 1) to enter the rear of the Maola storage building, the explorers found a considerable length of large chain, with individual links measuring one foot in length. The chain is currently being used as a border to the driveway, although it is almost certainly the chain used to link the winch to the marine railway car, in order to pull vessels from the water. Several other heavy artifacts were found around the machine and are speculated to be parts of the total system needed to operate the marine railway. Two metal bars with large holes (with Babbitt bearings) at each end sug-

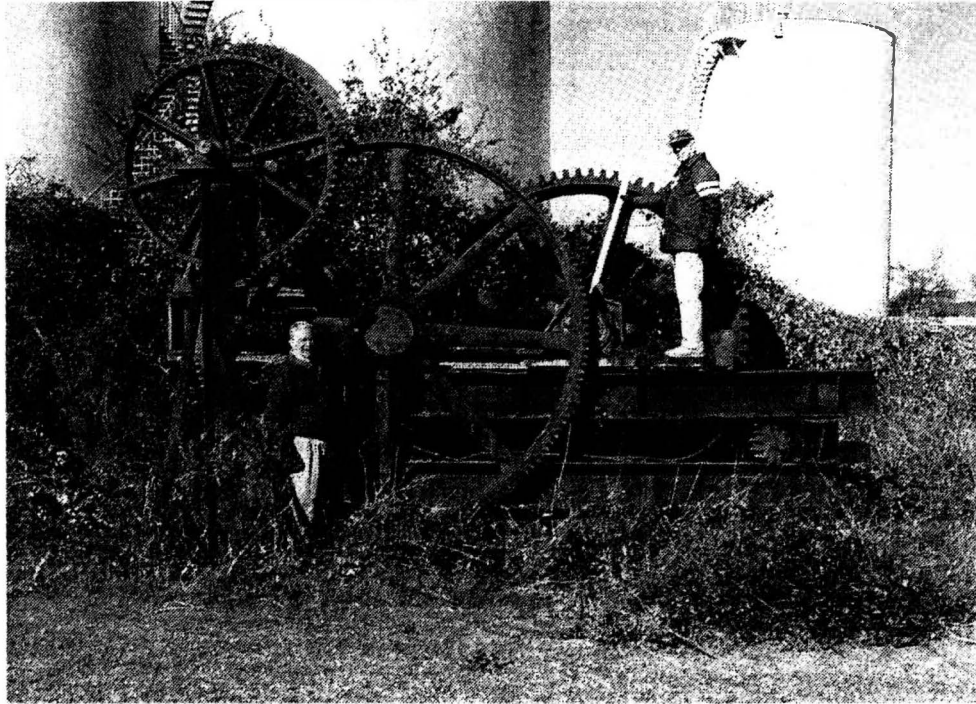


Figure 3. "Mystery Machine" uncovered and documented. Photo by McGraw.

gest some sort of yoke or bridle necessary to connect the chain and railcar.

Lore, Goodman, and McGraw set about clearing the machine and were impressed with the sheer size and strength of it. It also appeared to be in relatively good condition, given its long outdoor storage. After the brush was removed, several other pieces besides the bars were found. These included a large turnbuckle-like device, a square casting of uncertain purpose, and a pinion gear on a fragment of cut-off shaft. The pinion appears compatible with the smallest machine gear (upper left in the photo). Other artifacts may exist, but none were disturbed, as permission had not been sought to dig the sight.

The various parts of the machine were measured, and the largest gear was found to be nine feet, seven inches in diameter, with a six-inch shaft. The actual machine is sitting on (not secured to) a stack of I-beams, providing ground clearance for the big gear. The beams contribute to the impression of huge bulk but are apparently not part of the original installation. In operation, the winch would probably be securely mounted to a substantial concrete base. Figure 3 illustrates these points.

The source of power to this large device is not clear, but the reliance on huge gears for mechanical advantage suggests that it was not an efficient modern engine or motor, which would have enabled use of a much smaller gear train. Figure 4 illustrates a modern winch configuration, with an external speed reducer replacing one stage of gearing. It is useful to note that the largest gear of the mystery machine, providing its largest mechanical advantage, is not even needed in the modern system. Most early systems employed steam power, which required the inconvenient step of firing up the boiler whenever a haul was anticipated.

It quickly became apparent that the leftmost gear, at the top of the machine, is supported by a temporary "prop" made of hastily-welded scrap parts. This prop is relatively unsubstantial and is probably provided just to

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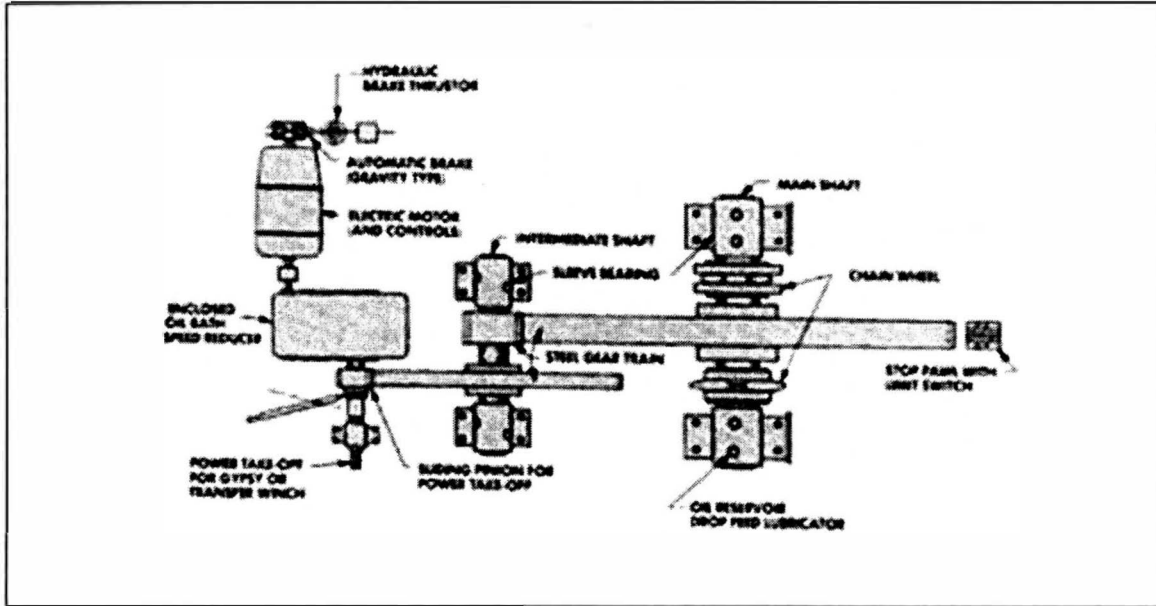


Figure 4. Modern winch diagram. Crandall design.

hold the gear safely in alignment until the permanent installation. The prop terminates in a flat plate on the ground and is thus not capable of operational support. The prop construction is visible in Figure 5.

Harry Goodman contacted Bob Chiles, a marine engineer who worked at the Barbour Boat Works in its heyday, and asked if he knew of the machine. Bob Chiles said that not only did he know about it, he was the one who purchased it for Barbour in 1960! He said it is a "Crandall Machine" or "Crandall Foundry" winch and was purchased, used, in the Norfolk, Virginia, area. The site where the machine was found was a separate Barbour yard, where a variety of vessels were built in addition to those produced at the Trent River yard. The vessels built there included dredges and barges. Some Osprey-class boats were also built there for the military during the Vietnam era. The rectangular Maola building adjacent to the tanks in the aerial view of Figure 1 is a former Barbour construction shed (which can also be seen in Figure 6) housing a possible Osprey-class boat. He also said that the hauling machine was never used at Barbour and has sat idle there for 45 years. It was definitely confirmed now, as a marine railway winch, or more properly, a "hauling machine." Bob Chiles said most of the other machinery was cut up for scrap, and he cannot imagine how the hauling machine escaped that same fate.

The initial Internet search for either Crandall firm turned up nothing useful in trying to document the device. However, Karl Farber of New Bern, a retired naval engineer and former Barbour consultant, said that he was aware of Crandall winches from dry dock work earlier in his career. He feels that "Machine" or "Foundry" was not the primary business name for Crandall but believed they were more into actual shipyard work.

Contact with Crandall Drydock Engineers, Inc.

Karl Farber's tip provided the connection to find

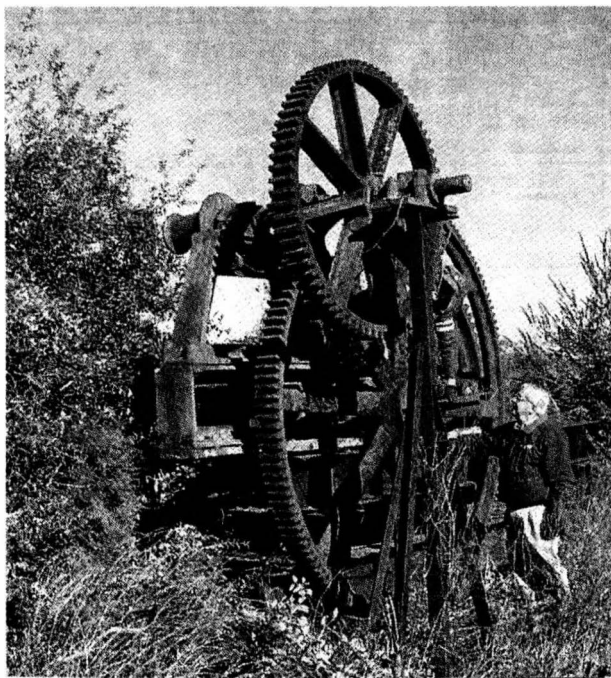


Figure 5. Measuring the Crandall Winch. Photo by McGraw.

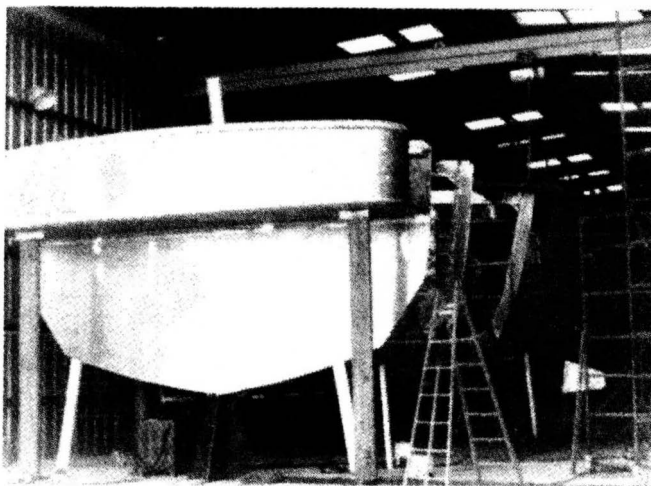


Figure 6. Vessel believed to be PTF-25 in the shed at Barbour's Neuse River site. Unidentified Internet site, 2005.

Crandall. Crandall Drydock Engineers, Inc., is located in Chelsea, Mass., and claims "145 years of expertise in floating dry docks and marine railways." Crandall's Webpage provided some more correct terminology, which will be used from hereon in this paper. The mystery machine is called a "hauling machine," and the huge chain found with it is the "hauling" chain.

A quick call to Crandall Drydock Engineers proved most helpful. A friendly Crandall employee took plenty of time to explain that her company knew Barbour Boat very well and that Barbour had some hauling machines of 500 and 2000 tons, although they were not of Crandall manufacture. Crandall sold a new "chain wheel" to Barbour in 1955 and performed a system analysis in 1956. Apparently, they also provided a 2½-inch hauling chain for one of Barbour's machines in 1955. "Elizabeth" wondered whatever happened to Barbour's machinery when they went out of business. She said a number of marine railways are being restored to their original, historic configurations, and a number of people are wondering what happened to a brand-new steam engine supposedly in storage at Barbour in 1955. Apparently that would be a hot commodity today. Elizabeth agreed to do a little research to see if she could help specifically document our mystery hauling machine. She said that Crandall kept records like a museum, all the way back to the beginning! We have much more to learn about the New Bern Hauling Machine! When was it built? Where has it been since then? What has powered it? Did Barbour ever actually use it? How should it be restored and what color should it be painted? Figure 7 shows a Crandall diagram of how a typical chain-driven railway is laid out. This may have some impact on the way the final display is designed.

The Task at Hand

If a sponsor can be found to save the machine, a great deal of work must be accomplished before the hauling ma-

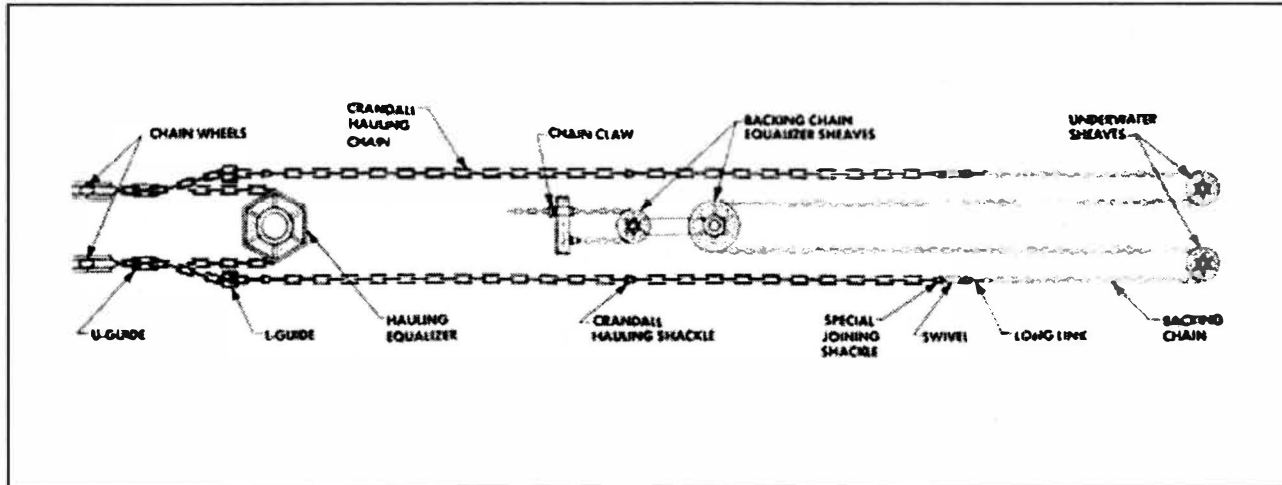


Figure 7. Chain layout for a typical hauling system. Crandall design.

chine can become a familiar feature of New Bern's waterfronts. One of the first tasks is to ensure that the machine remains available for this use. That is, will the present owners cheerfully donate it for a good community use? Once that is assured, the problem becomes more physical. The site must be searched for the other parts, and they must be fully identified and documented. Next, the machine and chain, and other parts must be moved to a preservation site, where they can be worked on conveniently by a force of volunteer restorers. Rigging and transportation are needed, and hopefully those services might be donated by local contractors or the City itself. A replacement for the gear "prop" must be designed and fabricated, and hopefully a donor will also be found for that. A plaque should be designed with space for the names of all the contributors, of course.

Next, a plan for restoration should be put together and then implemented. This plan should also include the design of the most meaningful display. When the site is selected, a concrete pedestal must be constructed to resemble an operating situation. After that, the riggers and movers would again be required to relocate the finished piece from the restoration site to the display site. Some appropriate plantings should be included, most likely to be of a low-maintenance variety, to keep the exhibit nice, with a minimum of maintenance. Probably many steps have been glossed over here, but this would seem to be a fair statement of the overall challenge. A challenge, yes, but definitely worth the effort!

Possible Sites

Clearly, there are several sites in town where the hauling machine could be displayed to advantage. Union Point Park is certainly one of the first to come to mind. Another is somewhere along the Trent near where the original Barbour yard or the New Bern Shipyard once stood. This latter site is unlikely, due to limited space

availability between the Convention Center, the Sheraton buildings, and the projected condominium project by the railroad. A third possibility is as part of the Tryon Palace's projected History Center, on the actual site of the old Barbour yard. It could be placed in the center of Broad Street rotary, looking out over the Neuse near where the *Pamlico*, a large Coast Guard Cutter, was based after World War I and throughout World War II, and where considerable maritime-dependent industry once stood. Or perhaps future plans for Riverside might include space on or near where it sits today.

Whatever site is chosen for this historic relic, considerable coordination must be carried out to maximize the impact and to correctly correlate with other sites in the city. In the case of the rotary site, the State of North Carolina must be consulted immediately if it is to fit into their plans for the renovation of Broad Street by 2010. Likewise, any plan to relate it to the Tryon History project must be aired as early as possible. In sum, this is truly a historic artifact which should be preserved as part of New Bern's legacy, but its actual implementation will require considerable preparation to maximize its value.

Historical Monument?

Figure 8 is a sketch of what the New Bern Hauling Machine might look like if installed within a circle of hauling chain links. This is possibly the general appearance at any site selected for it, and this one is shown for merely illustrative purposes. The hauling machine is shown with the chains draped over its chain wheels, as would have been the case in operation. As it is irreplaceable, all excess chain should be saved for creative use herein or elsewhere. The two long bars are shown, as they are most certainly part of the system, though yet undefined. They would be laid out in a manner somehow reflecting their use. The other iron artifacts found so far include a large turn-buckle-like device, a square casting, and the pinion gear.

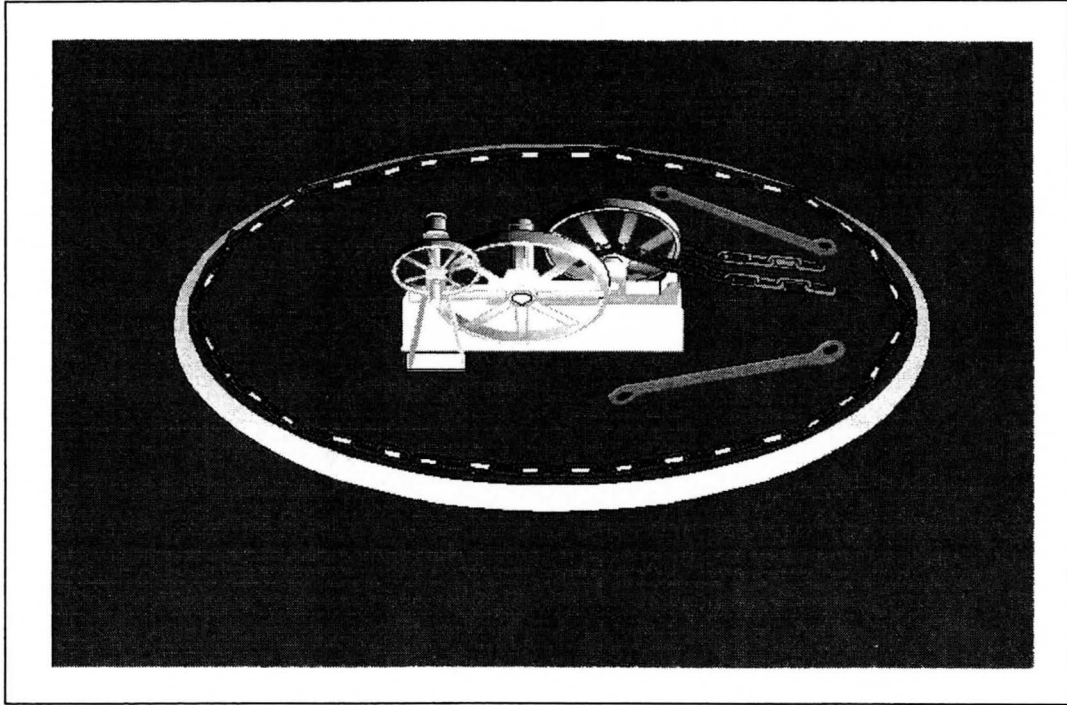


Figure 8. The New Bern hauling machine as a historical monument. McGraw design.

As the actual configuration of the hauling system is derived, all these parts should also be placed in context, within the display. Potentially, other parts may be found at the site, as even the aforementioned were half-buried.

In conclusion, we observe that corporations, universities, and municipalities often pay sculptors thousands of dollars for so-called structural or metal works of art. To our eyes, few of these creations match this old hauling machine's strength or beauty, and certainly, no modern sculpture can begin to capture the rich maritime history of our old town as well as the "New Bern Hauling Machine!"

This completes the saga of the New Bern Hauling Machine, to this point. Hopefully, this rare representative piece of New Bern's maritime and ship-building legacy can now be restored and preserved in a place where residents can speculate on the past and visitors can recognize part of the area's rich history.

SOURCES

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MapCard Webpage at mapcard.com.

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"HEBREWS OF NEW BERN" AND TEMPLE B'NAI SHOLEM

David Barteau

(Editor's note: An article by Mary Baker in the May 1990 issue of the Journal discussed the history of Temple B'nai Sholem. This article includes additional background and a list of past presidents.)

New Bern has had a small Jewish community for at least two centuries. Many of these families had come from Baltimore, Maryland. By the mid-1880s there were several Jewish merchants on Middle Street, and they lived in apartments over their businesses. A recalling of these men proves interesting.

In 1820 Captain Davis was shipping agent for New Bern. Sam Lipman owned the land and building where Tryon Palace Gift Shop now stands. Adolph and Meyer Hahn owned a dry goods store and livery stable on Middle Street, and Joseph Hahn served as clerk. Max Goldman owned a grocery at 88½ Middle Street (now 227 or 227½, part of the O. Marks site). In 1822 John T. Mills offered 15 lessons in Hebrew for \$15.00. William Sultan and William Cohen operated a dry goods and general merchandise store on Middle Street. Ferdinand Hahn was bookkeeper for the L. G. Daniels Co. Oscar Marks owned the building now bearing his name, O. Marks, at 225-227 Middle Street.

In 1865 the "Hebrews of New Bern" purchased land next to the National Cemetery for a Jewish Cemetery. Trustees at the time were Adolph Hahn, Meyer Hahn, Joseph Schwin, and Henry Sperling. The "Hebrews" later sold the cemetery to Congregation B'nai Sholem for \$1.00.

In 1886 Meyer Hahn was elected to his third term as



Interior of Temple B'nai Sholem. Photo from Temple Website.

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Craven County Sheriff. He was a Republican, same party as President Lincoln. His brother Joseph Hahn was Craven County Sheriff in 1898. He had three black deputies under his supervision. The white supremacists in town complained that the Sheriff chained white and black convicts together, and this was unacceptable. This complaint was followed by others that so frustrated Sheriff Hahn that he resigned.

The "Hebrews of New Bern" eventually formed Congregation B'nai Sholem. In 1894 the Trustees representing 18-20 Jewish families purchased "a portion of the old McLin lot" at what is now 505 Middle Street. For some years afterward, or until their own building could be constructed, Congregation B'nai Sholem met in several downtown locations

In 1908 Trustees Meyer Hahn, M. H. Sultan, C. Reizenstein, H. Dannenberg, and Oscar Marks contracted with architect Herbert Woodley Simpson to design a neo-classical style temple. In April 1908, the Trustees contracted with the local firm of Rhodes and Underwood to build the brick structure on their Middle Street property. The synagogue was completed in just four months for \$5000.00. On August 31, 1908, the lights were turned on and the first service was held, which was a wedding that was written up on the society page of the local newspaper.

In 1911 the congregation became affiliated with the Reform movement as a member of the United Hebrew Congregations of America. Rabbi Harry A. Merfeld led the congregation for \$900.00 per year. From 1912 to 1953 the temple had no ordained rabbi. Student rabbis from Hebrew Union were sent to officiate during the High Holy Days. From 1953 to the late 1980s the Temple was served by rabbis from Kinston. The first of these was Dr. Jerome G. Tolochko, who served on Tuesdays. He taught children in the afternoon and led a worship service in the evening. Eventually the Temple elected to have lay leaders conduct services. The first leaders were Louis Steinberg and Jacob Stern. In the 1940s the women of the Temple formed Sis-

PAST PRESIDENTS OF TEMPLE B'NAI SHOLEM

Oscar Marks	1906-1916
Meyer Hahn	1917-1921
J. L. Hahn	1922-1928
M. L. Jacobs	1929-1939
Sam Lipman	1940-1941
Joseph Orringer	1942-1943
Joe Lipman	1944-1949
I. Ken Zacks	1950-1951
Martin Elden	1952-1953
Louis N. Howard	1954-1956
Harry L. Vatz	1957-1958
Murray R. Fitterman	1959-1960
Harold Orringer	1961-1962
Louis Elden	1963-1964
Louis Steinberg	1965-1966
Kenneth Margolis	1967-1968
Louis N. Howard	1969-1972
Harry L. Vatz	1973-1974
Kenneth Margolis	1975-1976
Robert A. Brown	1977-1978
Louis Steinberg	1979-1980
Andrew Allenson	1981-1982
Raymond Goldman	1983-1985
Kathleen S. Orringer	1986-1987
Maurice M. Specter	1988-1989
Dr. Jacob Stern	1990-1993
Ed Greenberg	1994-1997
Dr. Stan Satz	1998-2002
George Steins	2003-2004

terhood/Hadassah chapter. The first Temple Constitution was approved in the late 1980s, and the newsletter *The Shofar* was started in 1991.

Temple B'nai Sholem is a yellow brick structure with four Corinthian columns on the pedimented portico. Inside there is seating for 100 in pews, 120 with chairs added. In front of the seating area is the bema, or raised area. At the back of the bema is the ark. The glass-enclosed ark contains three Torahs (the first five books of the Bible). The Torahs are handwritten by specially trained scribes, and no mistakes are allowed. If a scribe makes a simple mistake, the entire section must be rewritten. Also in the ark is a Shofar (ram's horn) which is blown on Rosh Hashanah and Yom Kippur. Over the bema and in front of the ark is the Ner Tamid (Eternal Light) which is always lit to honor God. The ark and the building face east towards Jerusalem as all temples do. At the rear of the seating area near the entrance are four large paintings in remembrance of the holocaust victims.

Temple B'nai Sholem has 75 members from six coastal counties. Shabbat services are currently held on Friday evenings at 7:30. Temple B'nai Sholem is the second oldest temple in North Carolina and is listed on the National Register of Historic Places.

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The author wishes to thank Sallie Bopp for help in
providing information for this article.

REMARKS OF DAVID L. WARD, JR.

Given at the Investiture
of Louise W. Flanagan as
U. S. District Court Judge for the
Eastern District of North Carolina
in the Courtroom at the Post Office Building
Middle Street, New Bern, North Carolina

October 24, 2003

Good afternoon Congressman Jones, Chief Judge Boyle, Circuit Judge Duncan, District Judge Howard, Senior Judge Britt, Senior Judge Fox, District Judge Flanagan, members of Judge Flanagan's family, members of the Bar, special guests and friends.

I was honored when Judge Flanagan asked me to make some short remarks about this magnificent building that we are located in today. As background, I was born in New Bern about three months and 23 days after the first court session was convened in this courtroom, which was on April 1, 1935. This structure was the dream of Senator F. M. Simmons, who laid the groundwork for the appropriation to build it for some \$325,000.00. Unfortunately, Senator Simmons was not in the Senate when the building was completed and the driving force to get the appropriation finally approved was Congressman Charles L. Abernethy, who had been elected to Congress while, as local lore portrays it, he was a resident of Dorothea Dix Hospital in Raleigh.

The structure was built in the heart of the Great Depression and was a salvation for the people who worked on the job. Jobs were very scarce, times were very tough and somehow, Congressman Abernethy maneuvered this appropriation around the NRA. The appropriation for this building caught the attention of plainspoken, range humorist Will Rogers, who, with sarcastic pen, chided the

Congress and nation about the little town of New Bern needing a post office of such grandeur. One writer has suggested that, if he had realized that a courtroom was also included, his sarcasm might have been a little more vile. The people of New Bern responded with "cotton sacks full of mail" to the point that Mr. Rogers wrote, "I find that I have libeled New Bern" and accused us of having more different kinds of early history than Greta Garbo.

My first recollections of this building go back to my visits with my father to "get the mail" on Sunday morning, and the lobby of the post office was like a town gathering. The mail was reviewed and what did not go home went back into the mailbox for Monday morning pickup and handling.

During the early days of World War II, auctions of various donated items and sales of U .S. Savings Bonds were held on the front steps where the citizens would gather to support the war effort. At the same time, a corps of young women took shifts providing lookout services in the cupola on top of the building where they spotted all aircraft and reported each to Cherry Point.

The courtroom here has six magnificent chandeliers specially designed and cast for this courtroom. The architect for the building and the interior was Robert Smallwood, whose family I knew growing up. There are numerous points of specific interest about the architecture, as well as the chandeliers and paintings but suffice it to say, in the early 1930s, this magnificent structure was a fresh breath in a very dismal period of economic life here in New Bern. The structure, having been designed as a post office on the first floor, has secret crawl spaces where inspectors watched the window operators to detect theft. Today I am sure that would be deemed an invasion of privacy.

Fast forward to John D. Larkins, Jr.'s, failed attempt to become governor, winning the prize of becoming a United States District Court Judge. "Big Noise," as he was known to me, took over the courthouse in grand style and did a

great job of causing it to be upgraded and used significantly. The murals on the west wall were commissioned by him and were done by [Willie] Taglieri who came to New Bern to do those murals and never left. He died within the last year.

While Judge Larkins was here, Charles K. McCotter, Jr., known to all of us as Ken, was appointed a Magistrate Judge and occupied space in this courthouse. Judge Howard, upon his appointment, used this courthouse as his seat for court until the courthouse in Greenville was completed, and Judge Boyle continued to use this courtroom on numerous occasions and kept alive this courtroom and the hopes of the New Bern Bar that someday this grand facility would be revitalized on a full-time basis and regain its splendor.

Enter Judge Flanagan who has now designated New Bern as her court and is quickly, with the help of Judge Boyle and Judge Howard, moving forward to re-establish the magnificence of this place.

Our best wishes and warm thanks to all who have been and are involved in returning it to active use.

BOOK REVIEWS

Phantom Pain: North Carolina's Artificial Limbs Program for Confederate Veterans, Ansley Herring Wegner. (Raleigh, N. C.: North Carolina Department of Cultural Resources, 2004. 261 pp., ill. \$15.00, paperback.)

It is well known that the War Between the States had the highest toll of men killed in any of the wars in which the United States has been involved. The number killed (by disease or bullets, or accidents) was over 600,000 men, and the number injured runs over a million.

The Civil War is considered to be the first modern war from the standpoint of munitions and armaments, but it was fought in an old-fashioned, "standup and march at the enemy" manner, largely because this was the style of warfare in which the West Point educated generals on both sides were trained. These men did not take into consideration the devastation wrought by the new weapons, particularly the rifled guns and the Minié bullet. The rifling imparted more speed and accuracy to the projectile. The bullet was a soft, conical, lead projectile that flattened on impact, tearing flesh and shattering bones.

That most of the doctors of the period were not trained to deal with these horrific injuries goes without saying; many of them were not even trained in "hands-on" surgery. Medical education at the time was mostly memorization of European textbooks (or plagiarized versions thereof) and anatomy. When confronted by the mangled limbs of the soldiers, and the magnitude of the numbers of injured, the medical men learned rapidly that amputation was the quickest and, as the numbers later proved, the best way to save a man's life.

Following the war, almost all the former Confederate States developed programs to supply artificial limbs to their soldiers. State Assemblies voted from \$10,000 to \$50,000 for these programs in the first few years.

North Carolina's program is detailed in this small volume to the credit of both the author and the state. As a Raleigh newspaper stated in regard to the legislative debate on the program, "The State owes them, [their soldiers] at least, this small token of her appreciation . . . prompted by humane and honorable motives."

Even before the end of the war, the Confederates began programs to provide amputees with artificial limbs. The Association to Purchase Artificial Limbs for Maimed Soldiers actually started in 1864 and had collected \$50,000 within a matter of days.

The North Carolina General Assembly passed a resolution on January 23, 1866, requesting the governor (Jonathan Worth) to arrange to contract with a manufacturer of artificial limbs to supply the needs of the state "at an early day," making the state one of the first to initiate such a program. The intent of the program may have been more economically, rather than emotionally, induced. The idea being that the veteran would be made over again and the new limb would "allow him to become a 'producer' rather than a 'consumer.'"

Through the intervention of Silas M. Stone, a veteran of the 55th North Carolina, who had lost a leg at Gettysburg, John T. Ball (a former harness and cabinet maker in New Bern), who had made the artificial leg that Stone purchased from Jewett's Patent Leg Company of Washington, D. C., was enabled to come back to North Carolina to oversee the manufacture of the artificial limbs for the state.

In order to provide the limbs to veterans, railroad passes were issued for the trip to and from Raleigh, and housing was provided while in the capital to be fitted.

The veterans had a choice of receiving an artificial limb, or a commutation of \$75.00 (the cost of the limb they were refusing). To receive a commutation, the veteran was

required to be examined in Raleigh by Edmund Burke Haywood, formerly a Confederate surgeon and Director of General Hospital No. 7 in Raleigh during the war. He was a graduate of the University of Pennsylvania Medical School and had served as President of the North Carolina Board of Surgeons and the Confederate Army Medical Board.

The book has several illustrative anecdotes regarding veterans and their reactions to the limb program, as well as pictures and diagrams. One of the most interesting stories is regarding the artificial leg of Robert A. Hanna of Red Springs, whose descendents have preserved the prosthesis, which is pictured in the book.

In addition to the interesting information concerning the program, perhaps the most important contribution made by the author is the more than 40 pages of names of veterans, including the unit they served in, the limb received, and the location of the information used in compiling this extensive index. It should prove to be a valuable aid to families researching their Civil War soldier ancestors.

Lynda de Nijs

A Historian's Coast, David Cecelski. (Winston-Salem, N. C.: John F. Blair, Publisher, 2000. 184 pp. \$16.95, paperback.)

The North Carolina coast of years ago has drawn many into the romantic snare created by its natural beauty and fascinating history. Navigating through this pleasant "snare" has been the preoccupation of David Cecelski for some years.

Born in tidewater North Carolina, Cecelski has been associated with the Southern Oral History Program at the University of North Carolina at Chapel Hill and has written for *Coast Watch*, produced by North Carolina State University in Raleigh, from which this collection of 22 essays has been taken. His interest began with the ecology of the shore and gradually grew, through discussions with watermen, into a fascination with the history of the area and the stories of the people who lived at the water's edge.

From the native Americans of a thousand years ago to Sherri Cooper, a modern, young lady who studies paleoecology, the range of subjects covered by these essays is broad and wide. While there is not much depth, which is not surprising considering that *Coast Watch* is not the venue for such a treatment, the subjects are covered with such obvious interest by the author that they should serve to encourage readers to delve more deeply into the areas that interest them.

There is much that could gratify anyone. The two major classifications are ecology/natural science and history, both modern and ancient. Cecelski delights in getting into a boat and tracking down stories about dolphin fishermen on the barrier islands of the coast, loggers and the towns they built in the Great Dismal Swamp, and market gunners of waterfowl on the coasts and lakes. His stories about people demonstrate how very well he must listen, and how persistent he is in tracking down captivating information about them.

For example, Henry Ansell of Knott's Island on Curri-

tuck Sound had written his memoirs about growing up in that area after he had retired as clerk of court and surveyor. The memoirs were never published, but Cecelski found them in the Southern Historical Collection at the University of North Carolina at Chapel Hill. The notes were full of descriptions of hurricanes and gales, fishing and birding, salt boiling, and logging. The rise and fall of the turpentine orchard belonging to the Aviretts, once called Rich Lands plantation and located where the town of the same name is in Onslow County, is full of intriguing statistics regarding the industry that North Carolina led for many years in the latter eighteenth and well into the nineteenth century.

Stories of blacks figure prominently in this slim volume and have a fascination all their own: stories of towns, graveyards, and slave recollections, including one discovered in the State Historical Library in Springfield, Illinois, that may be the only extant copy.

Other topics of particular benefit to New Bernians will be "What the Governor Grew," which describes the kitchen garden at Tryon Palace; "Behind the Veil," about the great New Bern fire of 1922; and "Light and Air," depicting the photographs of New Bern native Bayard Wooten. And, speaking of photographs, those in the book are an important enhancement in both their assortment and contents.

The book is not a scholarly dissertation, but is written in a clear and engaging manner and should appeal to the general reader. It is an illuminating volume full of wonderful tidbits of information covering thousands of years of history and nature on the coast of North Carolina.

Lynda de Nijs