

AN ARCHAEOLOGICAL-HISTORICAL STUDY OF THE BRYAN
CEMETERY AND SITE 31CV25, SIMMONS-NOTT
AIRPORT, NEW BERN, NORTH CAROLINA

BY

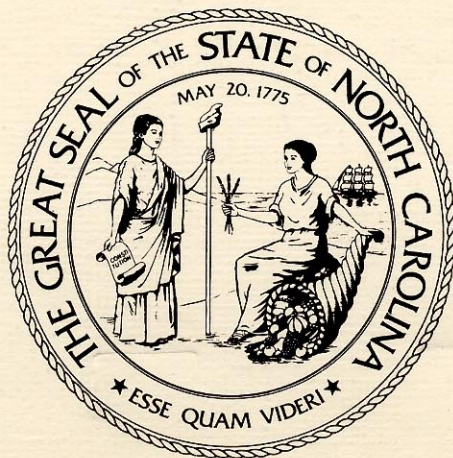
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NORTH CAROLINA ARCHAEOLOGICAL COUNCIL
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PREFACE

Planned expansion and modernization of the Simmons-Nott Airport, New Bern, North Carolina, will disturb a section of the cemetery previously used by residents of James City and known as the "Bryan" or "Far" cemetery. Through a series of rather remarkable events, most surface evidence of the cemetery had either been obliterated or masked from casual view, and the graves were either forgotten or ignored by official agencies. Through professional error, an initial archaeological survey of the airport for purposes of determining cultural impact of planned construction failed to observe what ground evidence did exist, did not thoroughly check documentary sources, and performed insufficient test excavations to identify the cemetery. This error was corrected by a supplementary survey and tests which confirmed existence of the cemetery and recommended removal and relocation of the burials prior to construction.

The present study was designed to locate all graves within a 12-acre section of the Bryan Cemetery which will be disturbed by planned construction in conjunction with the airport expansion. The contract for this study specified location and mapping of the graves, and recommendations for removal and reburial. This aspect of the project is discussed in Part I of the report, which describes the placement of approximately 522 graves in Section A of the cemetery (North Carolina Archaeological Survey number 31CV25), research methods, history of the site and modern events leading to abandonment of the cemetery, and recommendations for relocation.

Part II of the report provides a description and analysis of Civil War period features and artifacts reclaimed from that component of the site. This part of the research was not provided for in the contract to locate and map the graves, and the amount of material collected was not anticipated. Ancilliary though it was to the primary research, this information does augment the knowledge of military activities around New Bern from 1862 to 1865.

This report fulfills the contractual agreement between Rose, Pridgen and Freemon, Inc., Consulting Engineers for the Simmons-Nott Airport Project, and the author, as Consulting Archaeologist. The site description, documentation, conclusions and recommendations for site 31CV25 appearing herein supercede those in the original survey report (Brown 1976) and the supplementary study (Phelps 1976). The clearing house number for this project is 75-0346.

ACKNOWLEDGMENTS

The author and the crew for this project wish to thank Mr. W. V. (Vernon) Laughinghouse, long-time resident in the immediate site area for his voluntary act of kindness in daily filling our water can with ice, without which we might not have made it through those long, hot days. Mr. Laughinghouse also shared with us his knowledge germane to the cemetery and the events occurring there during his lifetime. Besides those official contributions to the project, he was always "good company" on the site.

Appreciation is expressed to personnel of the Federal Aviation Authority at Simmons-Nott Airport for various information provided as well as permission to photograph the site area from the airport control tower, and to the Craven County office of the Soil Conservation Service, USDA, for advance soil mapping sheets of the airport area.

Two indispensable persons were the City of New Bern grader and bull-dozer operators, Mr. Koonce and Mr. Wilson, respectively.

Mr. Ray Cahoon and Mr. Duke Humphrey, two local relic collectors, were kind enough to give us information concerning the numerous excavations opened by them and others in the site and the artifacts reclaimed from these activities.

Mr. James Delamar, a leader of the James City community, was our constant companion and provided us with valuable information relating to James City.

Thanks are due also to the numerous other individuals and agencies who made our work in New Bern more pleasant through their shared interest, humane acts, and cooperation.

The field crew for this project included, John B. Green, III, assistant archaeologist, Kenneth C. Hartsell and Susan L. Moye, field crew members. Moye also drafted the maps and line drawings for the report. Their performance was excellent and their company pleasant.

PART I

THE BRYAN CEMETERY, 31CV25,
AND GRAVE LOCATIONS IN SECTION A

by

David Sutton Phelps

INTRODUCTION

The Simmons-Nott Airport is located in Craven County, North Carolina, on the peninsula formed by the confluence of the Trent and Neuse Rivers (Figure 1). The airport is directly south of the James City community and across the Trent River from New Bern, the major city it serves. The area which is now the airport has experienced a colorful past record of human culture, and even after the airport was built, some remarkable behavioral events have occurred. This study is a brief summary of those events and their relationship to one archaeological site, 31CV25, on the northwestern corner of the airport property.

The specific purpose of this study, a continuation of two previous archaeological projects at Simmons-Nott Airport, was to locate and map all graves within a 12-acre section of the Bryan Cemetery included within the planned airport expansion zone, defined by a line 850 feet west of and paralleling runway 4-22. To that end, a contractual agreement between the author, as Consulting Archaeologist, and Rose, Pridgen and Freemon, Inc., Consulting Engineers for the Craven County Airport Commission, was executed and field work commenced on August 7, 1978. Fifty man-days were required to complete the field operation by August 28; processing, analysis and records research required 12 man-days; drafting and illustration consumed 11; and report preparation and typing 12, for a total of 85 man-days.

This part of the final report describes site 31CV25 in relation to the airport locality, the immediate impact zone of the site (Section A) and its history, procedures used in locating graves and other features, and results of that research design. Part I ends with recommendations for removal and relocation of the graves.

THE AIRPORT LOCALITY AND 31CV25

Simmons-Nott Airport occupies a flat to rolling expanse of generally sandy surface soils of marine origin on the peninsula formed by the Trent and Neuse Rivers. The airport lies on the western side of the peninsula at a general elevation above 10 feet (3 meters) on an upland plateau dissected by Scotts Creek on the east, and by Trent River and its tributary, Brices Creek, on the west and south. Maximum elevations in the vicinity of the airport reach 16 to 18 feet above sea level. Much of the area today is modified by residential construction, the airport itself, farmland and other land uses, but a few remnants of oak-hickory climax forest, considerable tracts of second growth pine and understory growth are observable. Typical floodplain or swamp forest was noted in the lower wet soils along stream drainages. The airport runways and facilities lie within a flat zone of Kalmia fine sandy loam, broken by isolated ridges of Kenansville loamy sand and Lynchburg fine sandy loam (soils data from Craven County advance sheet M-10).

The history of cultural modification of the environment in and around the airport is long and extensive, as discussed below and is more important to an understanding of the current project than most factors of the natural environment, except as the latter limited development or land use.

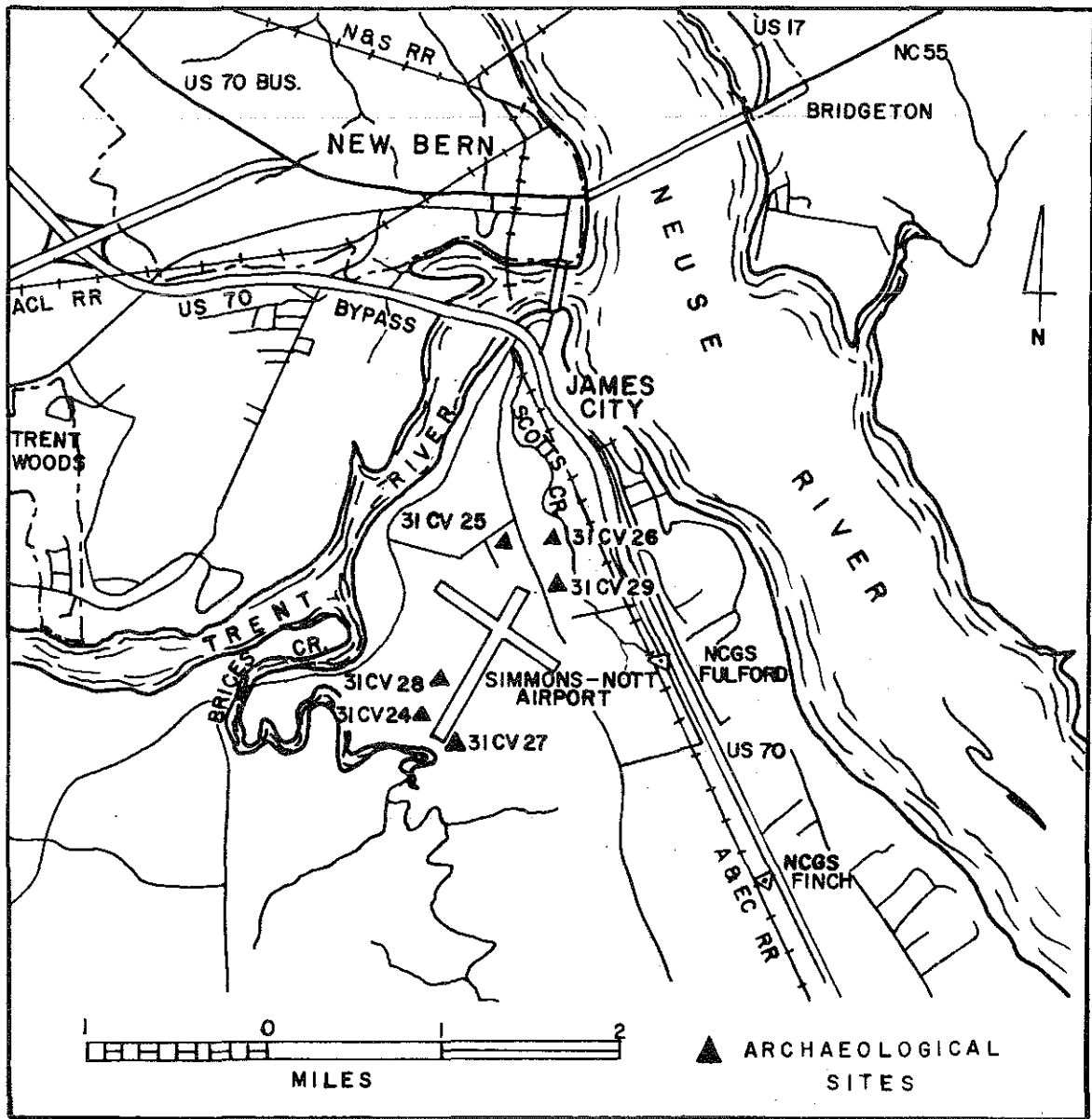


Figure 1. The New Bern locality, Simmons-Nott Airport and distribution of archaeological sites.

Description of the Site

31CV25 is located at the northwest corner of Simmons-Nott Airport (Figure 1) and includes all airport property within the triangular area formed by Williams Road (SR 1167), Howell Road (SR 1171) and the line of the "Old Beaufort Road", now discontinued across the airport (Figure 2). The site description in the original survey (Brown 1976:10) included only a 30 by 100 meter area on the sandy ridge now designated Section A. In the supplementary report, the present site definition was formulated (Phelps 1976:5-7) on the basis of new evidence, and is retained here with the addition of sectional nomenclature developed during this project.

The original topography of the triangular site area consisted of three ridges of Kenansville loamy sand separated by natural drainage channels. The highest of these ridges, with an elevation of 14 feet (4.3 meters), is located in Section A of the site, occupying most of the southeastern angle between Howell Road and the small ramp leading to the Shannon Aviation hangar (Figure 2). This ridge was once continuous eastward, but has been dissected by Howell Road. At the northern apex of the triangle, a second ridge of 10 feet (3 meters) elevation parallels Williams Road, sloping downward in the field area adjacent to SR 1175, the entry road to the airport. This ridge is designated Section B. In Section C, a third ridge slopes upward from SR 1175 and Williams Road, cresting at 11 feet (3.3 meters) along the line of the Old Beaufort Road. Originally, a run-off channel existed between the ridges in Sections A and B, draining the low, wooded area west of Section A and flowing east to a tributary of Scotts Creek. The low area this channel occupied along Howell Road was filled in around 1970 with pavement removed from the southern end of Howell Road, when that part was discontinued, and other debris.

The forested areas of the site are shown in Figure 2. Section C was a mature pine forest until 1976, when it was clear cut and stumped. During this project period Section B was cleared and grubbed of all but the larger deciduous trees, and the triangular grove of second growth forest along Howell Road in Section A was removed.

Modern disturbance in the area includes SR 1175, the hangar and ramp in southwestern Section A, and the quadrilateral residential lot south of the intersection of Howell and Williams roads, sold by the Airport Commission to a private citizen.

Figures 3a-b and 4a-b present a panoramic sequence of the site area in photographs taken from atop the airport control tower, and the coverage area of each photo is delineated in Figure 2. The natural and cultural features discussed above can be identified in the figures, and the route of the Old Beaufort Road is shown as a dashed line in each.

Sections A and B of 31CV25 are known to contain graves of the Bryan Cemetery, and Section C may possibly have been used for this purpose. Of the three sections, A is the primary concern of this report since it alone will be impacted by construction, the Airport Commission having decided not to develop Sections B and C at the present time. The twelve-acre impact zone of Section A is outlined in Figure 2. The history of the site is discussed below, followed by a description of the 1978 research in Section A.

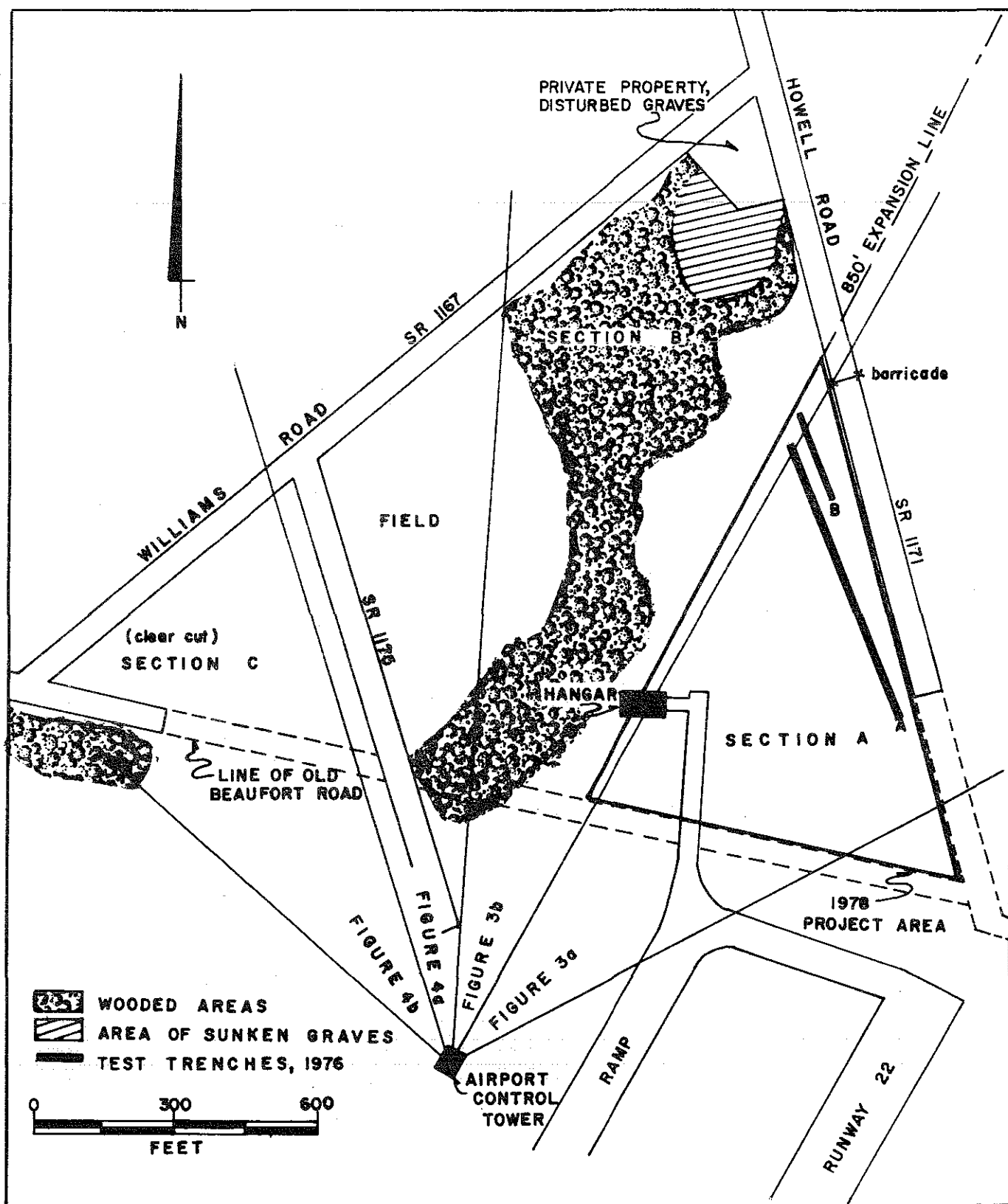
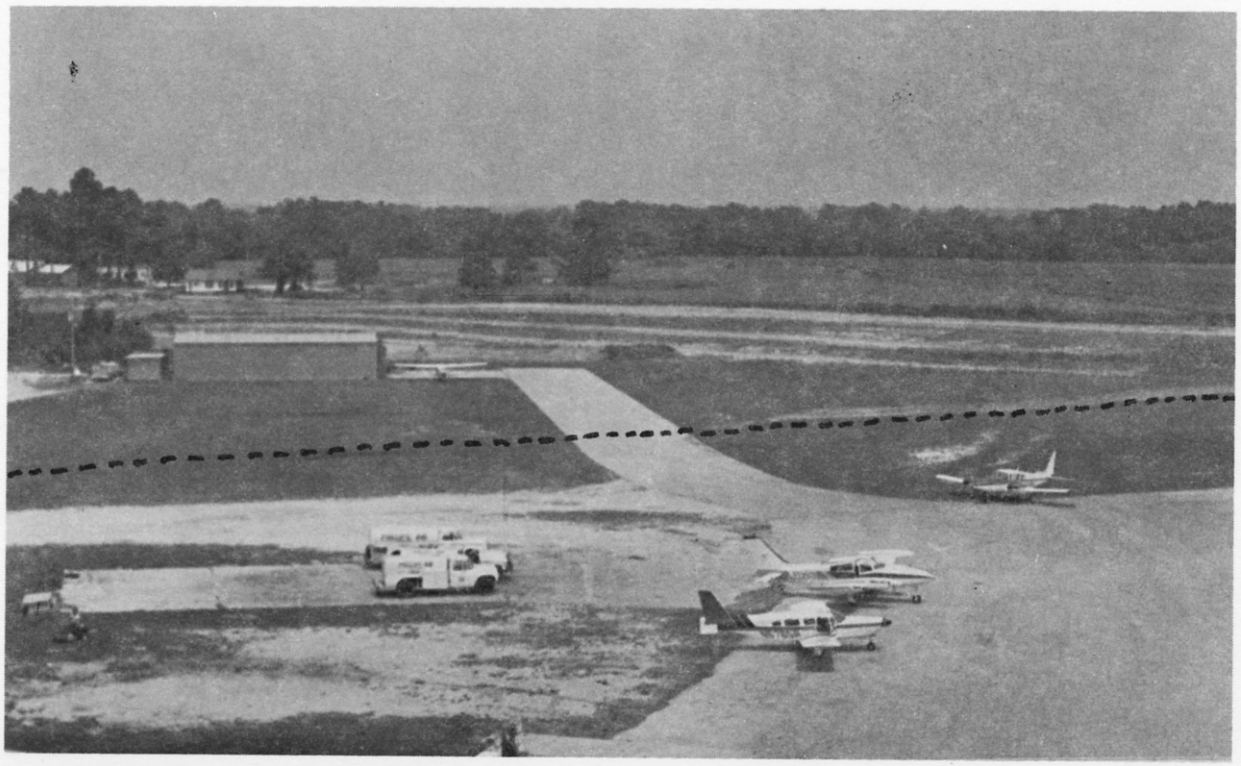


Figure 2. The triangular area enclosing site 31CV25, sections A-C, reference views for panoramic photos, Figures 3-4, and 1976 test excavations.

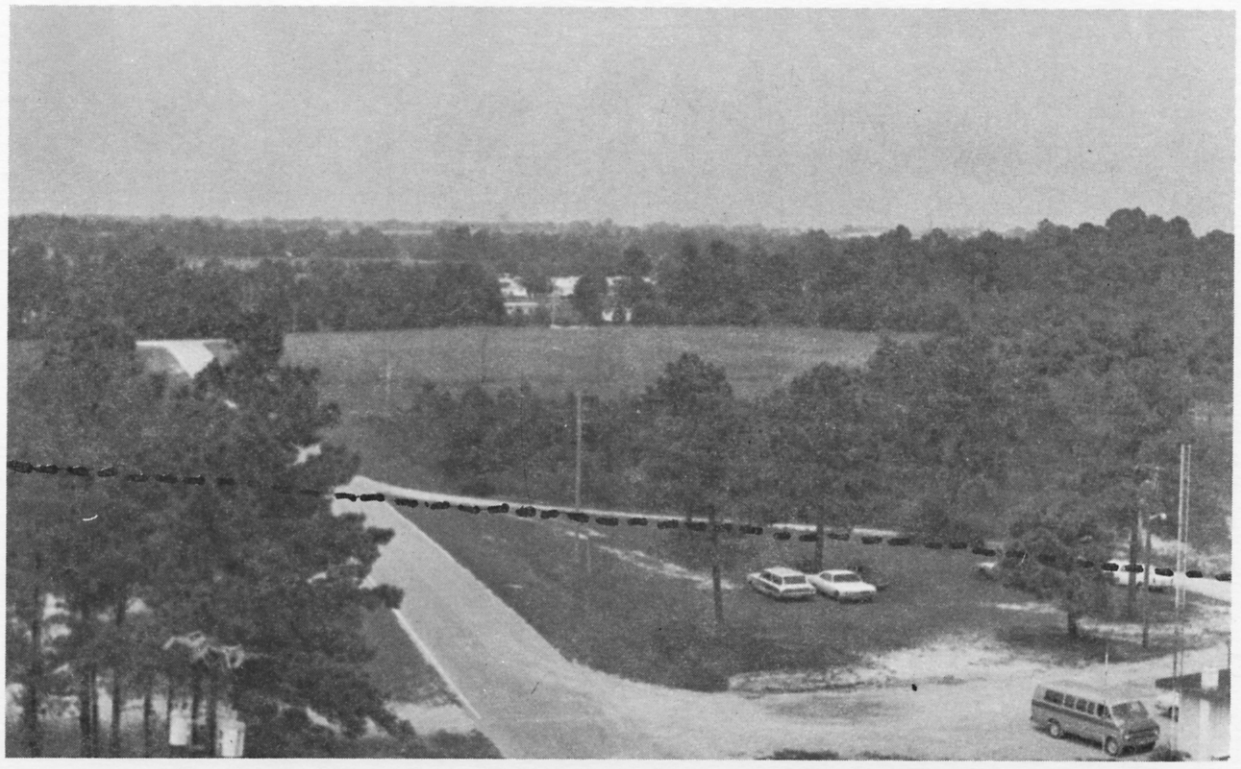


a

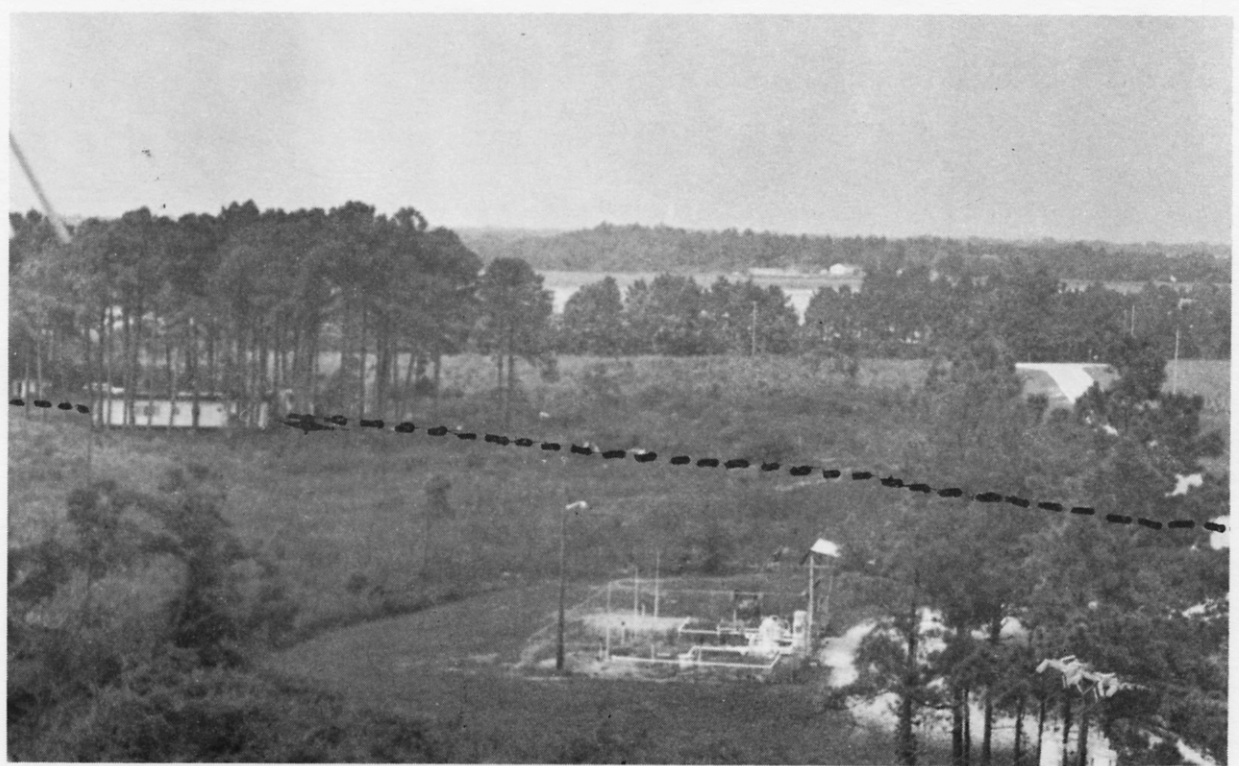


b

Figure 3. a, Section A, 31CV25, beyond hangar with Howell Road in background. b, Section B, background, and low wooded area. Dashed line is route of Old Beaufort Road.



a



b

Figure 4. a, Field at west end of Section B and SR 1175 to left.
b, Section C after clearing; Trailer to left is beside
route of Old Beaufort Road (dashed line).

HISTORY AND PREVIOUS RESEARCH

The history of cultural events and human use attendant upon the triangular area of 31CV25 has been pieced together from various records, maps, oral reports of local informants, field observations and excavations. In retrospect, this has proven to be one of the most complex projects recently undertaken, when at first it appeared as simple as finding a cemetery.

Previous Research

Prior prehistoric research in the New Bern locality has little pertinence to the 31CV25 site, except that a Palmer projectile point was collected from the surface of Section B during the grubbing and clearing process. Points of this type are generally assigned to the early Archaic period (7000-8000 BC). Since this is the only prehistoric artifact from the entire site, it may be nothing more than a secondary surface scatter. The alternate explanation is that it represents the westernmost surface distribution of site 31CV26 located on the ridge above Scotts Creek (Figure 1). Howell Road intervenes between the main site recorded in the original survey (Brown 1976: 12-15) and Section B of 31CV25, arbitrarily separating the two. Other specimens collected at 31CV26 indicate a small, late Woodland period (post-AD 1000) camp and if the Palmer point belongs to that site, it adds a new component. Other prehistoric sites were recorded in the original survey but have no relationship to 31CV25 or its particular history.

Other surveys in and around New Bern have been concerned with cultural impact of various facilities and developments, and report generally negative evidence of prehistoric sites.

Historic research in the City of New Bern has been extensive, since that community has played an important historical role in eastern North Carolina from Colonial times (Lefler and Powell 1973) onward, and has preserved much of its past intact (Taylor 1974). 31CV25 is, however, quite peripheral to most of these historic events, and shared neither the prominence nor the documentation of the city across the Trent River.

The story of 31CV25 began to emerge from research conducted during the supplementary study of the site, the goal of which was authentication of the existence of a cemetery (Phelps 1976). Documentary and map search, as well as informant interviews, were initiated during that project, and were supplemented with on-site tests and observations sufficient to prove existence of graves in sections A and B of the site. Information gathered during that study has been incorporated with new data in this report in corrected and expanded form.

The supplementary study was occasioned by an article published in the New Bern Sun-Journal on April 10, 1976, by Mr. James C. Delamar, a leader of the James City community, which stated that the area designated 31CV25 in the original survey of the airport had been one of two public cemeteries used by James City residents. In the original survey report, the site had been recorded as a small historic scatter dating sometime in the 19th century and continuing into modern times (Brown 1976: 10-12).

Local informants did tell the original survey crew of a Marine Corps camp in World War II and this was reported. We later learned that Federal Aviation Authority personnel had also told them of the cemetery, but that was not reported. Four basic errors were committed in the original survey: (1) walking only open fields and not inspecting the forested area in Section B where sunken grave outlines were readily visible (Figure 2); (2) not recognizing the significance of the relic hunters' holes in the site--where these exist, most of the time contextual materials are found because such collectors do not waste their time on scattered surface or plow zone finds; (3) not initiating a testing procedure which would probably have exposed both features and graves; and (4) not conducting records research on the reported Civil War activity and graveyard, although very little existed for the latter.

In the follow-up study, two trenches (A and B in Figure 2) were stripped down to undisturbed soil exposing not only graves, but features from the Civil War and World War II periods. A preliminary search of the Craven County Death Records produced certificates listing burial in the cemetery, and informant reports connected it to James City.

The History of 31CV25

The triangular area of the site defined by the three roads came into existence in its present form sometime between 1901 and 1933, when Williams and Howell Roads assumed their current routes. The early history of the area begins with the now removed "Old Beaufort Road" at the base of the triangle.

The "Old Beaufort Road" was the Colonial period route from New Bern to Beaufort; it exited from New Bern along the present Pembroke Road, paralleling the west bank of the Trent, and crossed that river via ferry a short distance north of the mouth of Brice Creek, continued eastward across the peninsula and then south toward Beaufort. Its route west of the Trent is still visible as a path in current aerial photographs. In Cumming's (1966) series of maps, the road is shown in various locations due to inaccuracies and changing routes. On the 1733 Moseley map, a number of farm or plantation tracts are shown occupying the peninsula formed by the Neuse and Trent, indicating that the area was primarily farmland. Sometime between 1733 and 1763, Richard Spaight bought property south of the Old Beaufort Road and adjoining the Trent River and Brice Creek, and built his plantation house just below the mouth of the creek. Both house and plantation were named "Clermont", and appear for the first time on the Price-Strother map of 1808. Prior to that, the Beaufort Road had been changed to enter New Bern from the south at the mouth of the Trent, approximately along present-day Howell Road (east side of 31CV25) and U.S. 70 (Business). The Sauthier map of New Bern (1769) shows this change, and the development of a hamlet in the present location of James City at the point of the Peninsula.

Clermont Plantation remained in the ownership of the Spaight family until 1860 when it was purchased by Henry R. Bryan (Bryan 1921: 46). At that time it contained 1801 acres and its northern boundary was the "Old Beaufort Road". At about the same time, J. A. Bryan purchased the land north of the Old Beaufort Road, including the area which would eventually be James City.

The present airport property north of the Old Beaufort Road and including 31CV25 belonged to the latter Bryan, while the remainder of the airport tract was once part of Clermont Plantation. 31CV25 and most of the immediately surrounding area had been used primarily for agricultural purposes or was in forest from the beginning of the Colonial Period to the beginning of the Civil War in 1861.

During preparations by the Confederate Army for the defense of New Bern, the peninsula area became a maze of forts, earthworks, rifle pits and camps. In the few months just before the battle of New Bern (March 14, 1862), a Confederate camp occupied Section A of 31CV25. Following the defeat of the Confederate forces, the area was again fortified and a Federal camp moved into the same area of the site, to remain, apparently, until the end of the war in 1865. The evidence and documentation for this period at 31CV25 is discussed in detail in Part II of the report.

After New Bern was secured by the Union in 1862, James City was established as a community for freed slaves who flocked to New Bern and the protection of Federal forces. In 1863, over 10,000 freed slaves were moved from New Bern to camps across the Trent River, and these camps were consolidated into one, at James City in 1864. James City was named for Horace James, a U. S. Army Chaplain who became Superintendent of Freedmen for the District of North Carolina, and who administered the James City camp at its beginning (Thornton 1961).

Apparently, James City was established on land temporarily confiscated by the U. S. Army and/ or the Freedmen's Bureau, and during the Reconstruction era the land reverted to its owner. For James City, the owner was James A. Bryan. A news story by Fallon (1963) tells of a "rebellion" in James City in 1893 when Bryan tried to collect rent and payments from a relatively destitute population of about 500 people. Bryan owned all the land in and around this first all-black community in North Carolina, including 31CV25. Apparently, there were two areas which served as public cemeteries for the town. One of these, near the Trent River, was known as the James City, or "Near" cemetery, and was destroyed by construction of the U. S. 70 By-pass. The other known as the "Far" cemetery, lay in the triangular area which is 31CV25. This was also referred to as the Bryan (also Bryans, Bryant, Bryant's, through years of misspelling) cemetery.

In an earlier study, it was speculated that the cemetery at 31CV25 might have originated as a burial place for Bryan's slaves. There is no evidence to support this, and in light of recent research, a more plausible hypothesis can be proposed: Since the area was already under Federal control as a troop camp, after abandonment the disturbed camp area was set aside for purposes of burial. The question of origin will probably remain unanswered, and hypothesis must suffice. Exactly when the first burials of James City residents began is unknown, but it is logical to assume that use of the cemetery began around the end of the war (1865). Burials continued there until 1930, certainly in sections A and B.

A map of "A Division of Clermont Plantation", dated 1933 and on file in the Craven County Register of Deeds office (Figure 5a) shows 1012.8 acres for the plantation (a reduction of about 800 acres from the 1860 purchase).

This map also shows ownership of the 31CV25 triangle still retained by J. A. Bryan, and the development of a community called Columbia, complete with streets and lots south of the intersection of Williams Road with the Old Beaufort Road. Some Death Certificates issued between 1914 and 1930 list "Columbia Cemetery" as the place of burial, and on the basis of this and oral legend from informants, the area of the 31CV25 triangle nearest Columbia is assumed to be that cemetery. Given the already long precedent of use of the triangular area as a cemetery, it seems logical to assign that function to Section C. It should be emphasized, however, that there are no factual observations or documents to support this.

The Clermont division map also shows the roads surrounding the triangle in their modern form. This is the first map reference to Williams Road, although a short section of it near Howell Road is shown as farm path on the 1901 New Bern quadrangle. The Old Beaufort Road was still in use, and Howell Road had been straightened and occupied its present route.

In the 1930's, halcyon years of aviation development, the Simmons-Nott Airport was built south of James City and the Bryan Cemetery, on land which had been Clermont Plantation. The land was purchased in 1933, and construction of the airport proceeded immediately thereafter. The airport property at that time did not include 31CV25, and the frequency of burial in the cemetery had been very low since 1926.

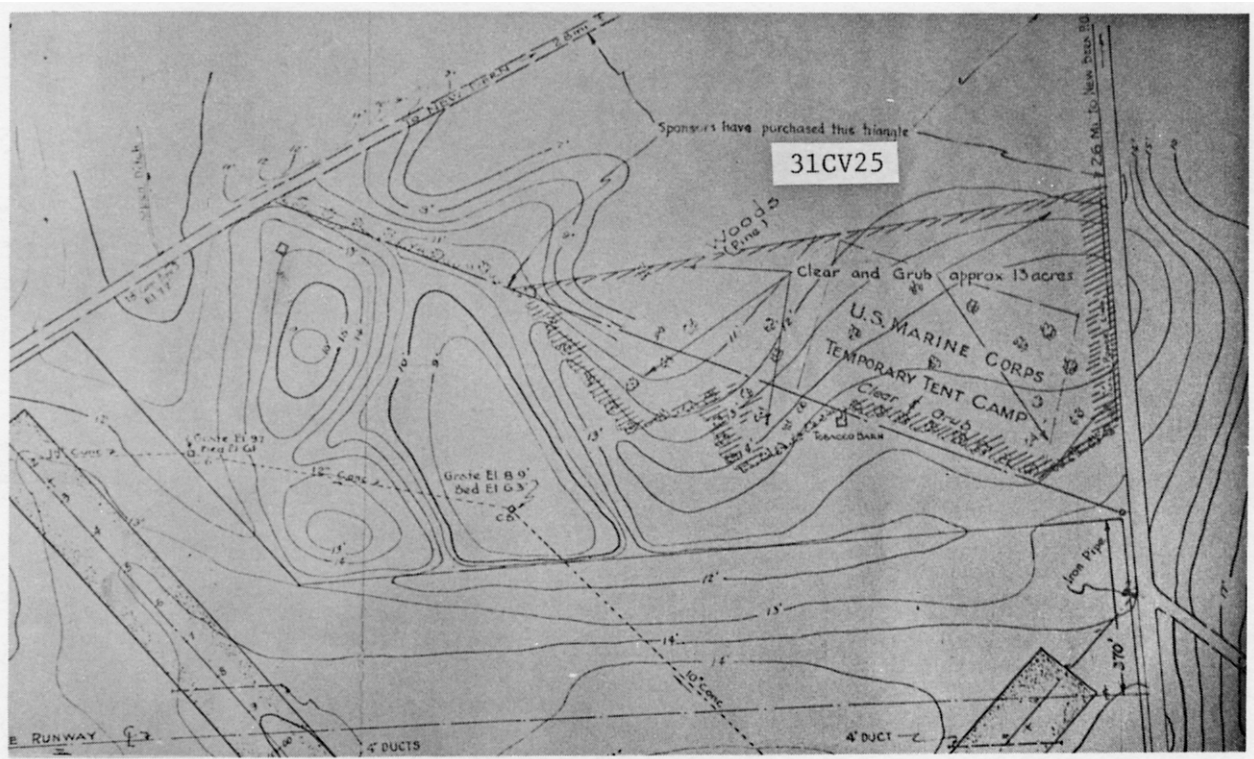
As the clouds of World War II began to gather, a U. S. Marine Corps Air Group was sent to Simmons-Nott to establish a camp and lease the airport. Camp Mitchell, as the temporary base area was called, was constructed in Section A of 31CV25. A U. S. Engineer Office (Wilmington) map of the airport, dated October 24, 1941 and revised November 15, 1941, shows that the 31CV25 triangle had been purchased by "the sponsors" (Airport Commission) and a legend in the triangle orders clearing and grubbing of approximately 13 acres (Figure 5b). Other notations in the 31CV25 area, such as "pine forest", indicate that the cemetery had been poorly kept and was overgrown with vegetation. In the clearing and grubbing of Section A, all surface evidence of the cemetery was removed, and local informants told us that the grave markers were loaded onto trucks and reburied elsewhere. Camp Mitchell was short-lived, and its story was traced through a number of articles appearing in the New Bern Sun-Journal from July 28 to December 10, 1941, on which date the group was re-called to Quantico. The major impact of Camp Mitchell was destruction of surface evidence of section A of the Bryan Cemetery.

Following this activity, the site regenerated its forest and brush cover and no further burials occurred; the 1950 New Bern Quadrangle map shows the site as forested except for the field at the southwest end of Section B. According to local informants, Section A was cleared in 1969 and leased to W. V. Laughinghouse for farming from 1970 through 1977. Mr. Laughinghouse had previously used the site in the 1960's to bury dead animals (cows and pigs) on two occasions.

Celebration of the Civil War Centennial (1961-65) stimulated more than memories, creating a sub-culture of relic hunters armed with metal detectors and bent on retrieving every possible artifact from each Civil War site. The disturbance of Section A by the relic hunters has been



a



b

Figure 5. Map sections of Clermont plantation division, 1933 (a), and City-County Airport, 1941 (b), with notations pertinent to the site.

extreme, and particularly fruitful in terms of artifacts recovered. It is reported that the site was visited countless times by not only locals, but collectors from Kinston, Goldsboro, Greenville, and other hot-beds of such activity. In the process of collecting artifacts, they not only destroyed context of the Civil War features but intruded into the graves as well, all on public property.

The foregoing myriad of events at 31CV25 is summarized below (Table 1), setting the stage for the 1978 research.

Table 1. Historic Summary of 31CV25

1700's	- 1861	Farm and plantation use
1862	- 1865	Civil War camps (Confederate and U.S.)
1866	- 1930	Bryan Cemetery
1930	- 1941	Vegetative growth; cemetery not used
	1941	Camp Mitchell (U.S. Marine Corps)
1941	- 1968	Returned to forest
1969	- 1977	Cleared and farmed

MAPPING THE CEMETERY: 1978

Specific recommendations concerning clearance and mitigation of impact on the cemetery at 31CV25 were offered as a result of the 1976 testing project (Phelps 1976: 22-23). These included removal and reburial in an appropriate location, preceded by topsoil removal and location of all graves. The contract for this project required accomplishment of the latter recommendation. Instead of stripping and grave location in all of the site, however, the Airport Commission decided to utilize only a 12-acre triangular area on the southeastern corner of 31CV25 for immediate expansion.

Description of Section A

This area, Section A of the cemetery, is shown in relation to the entire site in Figure 2, and with a master plot of grave locations in Figure 6. Beginning at a point at the intersection of the former Old Beaufort Road with Howell Road, the eastern leg of the triangle extends northward along the old property line paralleling Howell Road for 1026.3 feet to the apex; the western leg is defined by the 850 feet expansion zone (a line 850 feet west of and paralleling runway 22-4) and extends southwestward 1062.2 feet from the apex to a point on the northern edge of the former Old Beaufort Road; from there the base of the triangle extends 842.91 feet back to the point of beginning. Section A thus defined contains a little more than 12 acres.

As generally described in a previous section of this paper, the most prominent topographic feature in Section A is a ridge of Kenansville loamy sand extending from Howell Road, which cuts it, westward. The ridge slopes rather steeply on the north into the former depression between sections A and B; on the south toward runway 22, the slope is more gradual and is only slightly steeper on the west. The area along the base of the triangle and the Old Beaufort Road is flat, as is the terrain around the hangar and ramp

in the southwest corner. Both of these areas have been graded in the past. The maximum elevation (14 feet) of the ridge occurs approximately along grid line AL (Figure 6), and the linear distribution of graves (northwest-southeast) very closely approximates the ridge's extent from toe to toe.

Except for the area just north of the Old Beaufort Road and the hangar-ramp vicinity, all of which are planted in grass, the entire site area had been cleared and grubbed by the time this project began. Only a narrow, triangular strip along Howell Road had supported forest growth since 1976; it was this feature which had dictated the direction of the test trenches in the earlier study.

Project Requirements, Research Design and Methods

Contract requirements for this project were simple: (1) using the most expedient method, locate all graves in the Section A triangle; (2) measure and map the grave locations accurately enough to permit relocation when they are to be removed; and (3) based on the results of the above procedures, recommend methods for relocation prior to removal, and disposition upon removal.

The primary research design was essentially set by the contract requirements--to locate the graves. A secondary facet of the design was a continuation of documentary and informant research to obtain as close a relationship of the cemetery to James City as possible, and to better understand the history of the cemetery area. A third part of the research design had not been planned or anticipated, but was incorporated after field work began. This related to the discovery and reclamation of Civil War period features and artifacts which had not been expected in such profusion, but were of importance in augmenting the written records of that period.

Prior to the field work, the Consulting Engineer had set in a grid base-line along the eastern leg of the triangle next to Howell Road. This position was decided upon as most expedient and less likely to be disturbed by excavation and other activities on the site. Grid stakes (A through BT, Figure 6) were set at 5-meter intervals, and their positions plotted on the master map.

The excavation consisted of removal of topsoil, previously disturbed by plowing and the more recent grubbing, down to the level of undisturbed subsoil in which pit and grave outlines could be clearly observed and plotted. Because of the loose nature of the Kenansville loamy sand, it was decided to remove the topsoil in rows parallel to the grid base-line; the alternative, stripping the entire site surface at once, would have resulted in wasted time for machinery and field crew, difficulty for the road grader in moving large amounts of earth long distances, and the problem of drying pit outlines in the sand over a large area before they could be plotted.

The rows opened by the grader varied from three to four meters in width, depending on the depth of the cut and difficulty in moving earth along the sides. Rows were designated in alphabetic sequence beginning with Row A immediately west of the base-line, and continued through DD of a

second 26-unit series. Beyond DD, out of the cemetery, the entire area was stripped as a unit and called West Area (WA). After the grader had opened a row, it was immediately plotted if there were few features or graves; the grader then filled it in with soil removed from the next adjacent row. If features and graves were too numerous to plot quickly, the grader was moved over two or three rows to open another trench while the open unit was being plotted. Control of the row placement for the grader was accomplished by setting range poles at either end of the ridge so the operator could approximately align the row.

When a row was opened it was walked immediately to observe subsoil intrusions, mark outlines of the graves and features, and shovel-shave any outlines which were not clear. For plotting, the transit was set and aligned on a grid baseline stake, then turned 90° to set a control stake in the open row. The row stakes were designated by the grid baseline stake nomenclature and the distance from the latter to the row stake (i.e., AJ100). The transit was then set on the row control stake, realigned to the grid, and a centerline set in the row. Features and graves were plotted from this centerline, first in the field books and then on larger scale row plot sheets. The master plot and map was compiled from the row plots after completion of the field work. Graves were numbered in sequence by trench and row within trench (i.e., Q10A) and features by trench and sequence number only (i.e., K8). All plotting was done south to north in each trench.

No excavation of features had been planned, because of the sensitive nature of the project and the avoidance of disturbing graves. After observing the extensive number and distribution of Civil War period features, however, it was decided that such information as could be safely reclaimed within time and decency limitations, should be saved. Features of this type selected for excavation were chosen because (1) artifacts of the Civil War period could be observed in the features as exposed by the grader, and (2) none of those excavated were intrusive or closely adjacent to graves.

Other research included a final search of Craven County Death Records, a number of informant interviews, documentary research pertaining to the Civil War period, and comparative map studies.

Specimens reclaimed during the project were processed, preserved, and reconstructed as necessary, and have been cataloged along with records and photographs into the permanent collections at the archaeology laboratory, East Carolina University, where they are part of the public records of North Carolina. The exception to this is all material relating to the burials (see "Other Evidence of the Cemetery", below), which is destined to be returned for reburial when appropriate.

Results of the Study

Topsoil stripping of Section A, 31CV25, resulted in location of approximately 522 graves distributed in a relatively compact band-running northwest to southeast across the ridge (Figure 6). The area actually stripped of topsoil is shown as a dashed line in Figure 6. The first rows stripped were opened along the entire length of the base-line, but thereafter, in the interest of conserving time and energy, the rows were opened

only in sufficient length to expose the maximum extent of the graves. As the stripping proceeded westward from the base-line, the distribution of the cemetery became obvious; the burials were located on the crest and flanks of the ridge, but as elevation decreased north and south, grave distribution ceased. The obvious conclusion is that the higher, well-drained sandy soil was both more easily excavated and less susceptible to ground water intrusion. The dark, mottled fill of the graves was easily recognizable in the tan-to-yellow sand subsoil (Figure 7a), making measurement and plotting easy.

While the north-south grave distribution was easily explained, the eastern edge of the cemetery area showed a considerable variance angle from the alignment of Howell Road which would not be expected. The triangular area between the easternmost grave rows and the road had been forest covered during the previous testing study and it was assumed that graves would be found there also. As the grader stripped that area, a much deeper humus zone with numerous tree, briar, sassafras and other roots was encountered, extending downward at least 20 centimeters below the normal topsoil level of the ridge. This depth of humus was certainly not due to forest growth alone. A study of available maps finally answered the problem to our satisfaction; a map of "New Berne, N. C. and Defenses" drawn by a U. S. Army Engineer officer in 1864 shows the route of what is now Howell Road bending westward from its present position. This configuration of the road also appears on the U.S.G.S. New Bern quadrangle, 1901. A plot of the modern road bed onto these two maps shows a westward variance of about 150 feet by the former route, almost exactly the distance from the modern road to the eastern cemetery row along grid line BC. The deeper humic zone below the previously wooded area was apparently accumulated in the eroded and deeply cut former road bed. The 1933 Clermont Division map shows Howell Road in its present position, indicating that it was straightened sometime between 1901 and 1933. The few graves at the northeastern end and eastern side of the cemetery which lie within the old road bed were placed after the road was changed to its modern position (Figures 6, 8). Grave L78D (Figure 7b) was one of these, which explains the intact headstone base at a deeper level and thus missed in the 1941 bulldozing although the headstone top was clipped off.

Although the cemetery limits were located, stripping continued beyond in order to absolutely confirm absence of graves in other parts of Section A. Stripping stopped along grid line BD on the north because this former depression, once an east-west drainage between ridges, has now been filled to a depth of three to four feet (1 meter) with pavement and other debris removed from Howell Road south of grid station T where it was closed in 1970. On the west, stripping stopped at the line of previously graded land next to the hangar and ramp. The angular "jog" in the stripped area there (Figure 6) went around a pile of modern debris. On the south, stripping ceased generally along line S where an area of gravel and clay fill was encountered. This was reported by local informants to have been a short runway for aircraft carrier landing practice, complete with arresting cables, used by the Marine Corps Air Group. This is borne out by the Army Engineer map of 1941, which shows a proposed runway at that location. A trench opened along the line of the Old Beaufort Road (Figure 6) to



a



b

Figure 7. a, Looking north from crest of ridge along a typical trench with grave outlines and rows readily visible. b, Marble headstone with brick base in relative position after having been struck by grader. Note deeper humus and roots (Grave L78D, Trench L) in old road bed.

check that part of the site produced negative evidence of graves or features, but did intersect the gravel practice runway toward its western end.

The Graves and Features

The number of graves (522) in the cemetery is approximate because of the amount of disturbance from a variety of sources in the history of the site. The complexity of this situation is readily seen in Figure 8, the large scale plot of the immediate cemetery area. In that illustration, grave numbers have been omitted since they are irrelevant to eventual removal and have no specific reference to content because no graves were opened. All other pits and features are numbered.

There was no evidence in Section A of activities prior to 1861-62, and it is assumed that the area was either farmland or forested at that time. The first subsurface intrusions occurred during Civil War use of the area as a camp from about 1861 to 1865. Features of this period include intact cooking pits, refuse pits and debris-filled stump holes (Figure 8) 80 percent of which had been dug into by relic hunters. The function and content of these features is the subject of Part II of the report.

Immediately after, or perhaps during the waning stages of the Civil War, use of the area as a cemetery began. In many instances, grave excavations were made into features of the Civil War period, and artifacts from the features became mixed with grave fill. Burials continued until around 1930, but it is obvious from their alignment that no particular order or management of the cemetery existed. In a number of cases graves intruded into older graves, and one situation was found where a sequence of three burials had each intruded into the previous one. Some rows are quite regular, but others wander off at angles, and grave positions in the same row are frequently in reverse directions. Many of the graves were probably un-marked, and once they settled, filled and became overgrown, their position was not obvious.

The next major disturbance of the site was the first to intrude into the graves. With the establishment of the U. S. Marine Corps Camp Mitchell, the existing grave markers were destroyed and removed in the land clearing process leaving only the fragments described below. Construction of the camp itself was a major intrusive element, often destroying two or three graves with one feature or building. Observed features from this period include a possible structure, a concrete septic tank, slag pits and other, undetermined pits. Most of these could be assigned to the period without excavation (few were dug) by their content of Coca-Cola bottle caps, cylindrical, two-part porcelain insulators, nails and other artifacts typical of the early 1940's. The long east-west trenches (Figure 8) were for water supply pipes, a number of which were removed by Mr. Laughinghouse during his farming operation (1970-77). The Camp Mitchell features also intruded into numerous Civil War pits, mixing artifacts of the two periods. A fragment of concrete sidewalk from Camp Mitchell preserves typical graffiti in the form of state name abbreviations underscored with the impression of a U. S. Marine Corps dress cap emblem (Figure 9d), and other fragmentary inscriptions.



Mr. Laughinghouse twice buried dead and diseased farm animals in the site without disturbing other features or graves. These pits (S7, S11 in Figure 8) were readily identifiable by smell and greasy texture as soon as the grader exposed them. After nearly a decade, the organic decay process was still incomplete.

Farming of the site from 1970 to 1977 caused little damage except to the upper sections of features and graves, but clearing of the land for this purpose opened it to the relic collectors. Some of their excavations (06, in Figure 8) were extensive trenches, while others were random pot-holes. Keying on readings from metal detectors they dug into graves, Civil War and World War II features, all of which produced readings from inclusive metal in the mixed and unmixed fill. Their holes were readily observable from the extremely mixed and relatively fresh fill dirt. An estimated 80 percent of the Civil War pits had been dug into, as well as numerous graves. Some of these collectors were most helpful in pointing out their excavations and providing information on artifacts reclaimed.

Regardless of the numerous intrusions and disturbances, most of the graves in Section A remain intact. The size of the graves indicate that approximately 50 percent are the burials of sub-adolescent children and infants, a not unexpected percentage for the late 19th century. Evidence pertinent to the cemetery other than the grave locations and conditions is presented below.

Craven County Death Records

A search of the Craven County Death Records, which the State of North Carolina has required only since 1914, was initiated in the preliminary study (Phelps 1976: Table 1) and completed during this project. The search concentrated on certificates listing the place of burial as the "Far", "Bryan" (or a variant thereof), and "Columbia" cemeteries, all of which refer to the triangular area of 31CV25. It is probable that burials specifying Far and Bryan (and variants) were placed in either the A or B sections of the triangle, while the Columbia burials possibly occupied section C nearest the residential development of the same name.

Forty-four burials are listed for the above areas of the triangle from 1914 to 1930 (Table 2). On November 30, 1930, William H. Moore was interred in the Bryant Cemetery, making the last documentary reference to burial there, and correlating with the report of a local informant who remembered that the last burial had been "near Williams Road in the early 1930's". That would place Moore's grave in Section B of the triangle.

It is obvious from a comparison of the total recorded death certificates (Table 2) with the number of burials located only in Section A (522 graves), that the maximum use of the cemetery occurred prior to 1914. During the period covered by the Death Records, burial frequency remained relatively constant through 1925. The one exception to this was the period 1917-1919, during which the number of burials almost doubled. This may have been due to the nation-wide influenza epidemic which took such a high toll in that period, or to other causes. After 1925 only three persons were buried in the cemetery, less than half the number in any previous Triennium. These data are summarized in Table 3.

Table 2. List of Death Certificates Specifying
Burial in the Cemetery, 1914-1930

<u>Book No.*</u>	<u>Certificate No.</u>	<u>Surname</u>	<u>Place of Burial</u>
1	153	Green	Bryants Cemetery
1	728	Green	Bryants Cemetery
1	730	Salter	Bryants Cemetery
1	765	Best	Bryants Cemetery
1	774	Stafford	Bryants Cemetery
1	780	Harper	Bryants Cemetery
1	1613	Johnson	Far Cemetery
1	1625	Henderson	Far Cemetery
1	1637	Green	Far Cemetery
2	376	Stanly	Bryant Cemetery
2	415	Headgispess	Columbia Cemetery
2	979	Humphry	Far Cemetery
2	980	Foster	Bryant Cemetery
2	984	Edwards	Bryants Cemetery
2	986	Foye	Far Cemetery
2	1001	Butler	Far Cemetery
2	1015	Thomas	Far Cemetery
2	1024	White	Bryants Cemetery
2	1635	Roberts	Bryants Cemetery
2	1640	Henderson	Far Cemetery
2	1642	Wiggins	Bryants Cemetery
2	1656	Gaskins	Bryants Cemetery
2	1658	Jones	Bryants Cemetery
2	1662	Williams	Bryants Cemetery
3	346	Stanly	Far Cemetery
3	368	Fulford	Columbia Cemetery
3	378	Davis	Far Cemetery
3	760	Wilson	Columbia Cemetery
3	830	Simmons	Far Cemetery
3	833	Park	Far Cemetery
3	845	Daniel	Far Cemetery
3	855	King	Bryant's Burial Ground
4	633	Roberson	Far Cemetery
4	1174	Foye	Far Cemetery
4	1183	Jarman	Far Cemetery
4	1204	Johnson	Far Cemetery
4	1212	McCray	Far Cemetery
4	1216	Watson	Bryants Cemetery
4	1218	Parker	Bryants Burying Ground
4	1225	Baker	Far Cemetery
4	1227	Griffin	Bryant Cemetery
5	751	Watson	Far Cemetery
6	483	Bell	Bryant Cemetery
6	945	Moore	Bryant Cemetery

Total recorded burials: 44

*Craven County Death Records: Book 1, 1914-1916; Book 2, 1917-1919;
Book 3, 1920-1922; Book 4, 1923-1925; Book 5, 1926-1927; Book 6, 1928-1930.

Table 3. Triennial Frequency of Burials, 1914-1930

<u>Period</u>	<u>No. of Burials</u>	<u>Book No. (Death Records)</u>
1914 - 1916	9	1
1917 - 1919	15*	2
1920 - 1922	8	3
1923 - 1925	9	4
1926 - 1927**	1	5
1928 - 1930	2	6

* Higher frequency may be due to influenza epidemic.

** Book 5 of the Death Records covers only two years.

Applying a similar formula backward through time, the 522 burials in Section A can be assumed to have occurred in the 48 years between 1866 and 1913. Forty-eight years are 16 triennia; divided into 522 burials, this produces an average of 32.6 burials per year. This is more than triple the number for an average triennium between 1914 and 1925. Even assuming that all burials recorded from 1914 to 1930 were interred in Section A, and subtracting that number (44) from the area total, the triennial average is still reduced only to about 30.

In summary, the data indicate a decline in use of the cemetery prior to 1914, a period of relatively stable burial frequency through 1925 (except the epidemic years), and a further decline from 1926 to 1930. This may explain the fact that secondary forest and undergrowth had covered the cemetery area and it was generally unkept.

None of the names on the recovered grave markers in Section A of the cemetery match those on the Death Certificates, and all marker fragments on which dates could be read predate 1914. There is no way to determine whether or not any of these persons listed in Table 2 was buried in this section of the cemetery.

Grave Marker Fragments

Twenty-one fragmentary marble grave markers were reclaimed in Section A of the cemetery. Twenty of these were found randomly scattered in the disturbed plow zone soil or on the surface; the other, a marble headstone set in a brick base, was located in its original position by one of the graves (Figure 7b), and was observed as the grader struck it. The top section and inscription had been previously broken and removed, presumably during the 1941 grading operation. This grave was located near the northeastern edge of the cemetery, in the area of deeper humic soil resulting from dense vegetative growth and the previous road bed.

Of the six inscribed headstone fragments only one (Figure 9a) has a complete inscription which states:

CAROLINE

Wife of
Paul Perry

BORN
Sept. 1, 1818.
DIED
Sept. 21, 1895

At Rest.

Two headstone fragments retain only partial dates. Portions of a birth date (1)816, the final "D" of DIED, and the death year, 1883, appear on one (Figure 9b); on the other, the birth year (18)66 and curved upper sections of the final two digits of the death year, possibly 1899, are preserved. The lower left section of the fourth headstone has only a death month, age at death, and part of a religious proclamation (Figure 9c), while the fifth preserves in the upper right:

.....(Memo)ry of

...(MIT)CHELL.

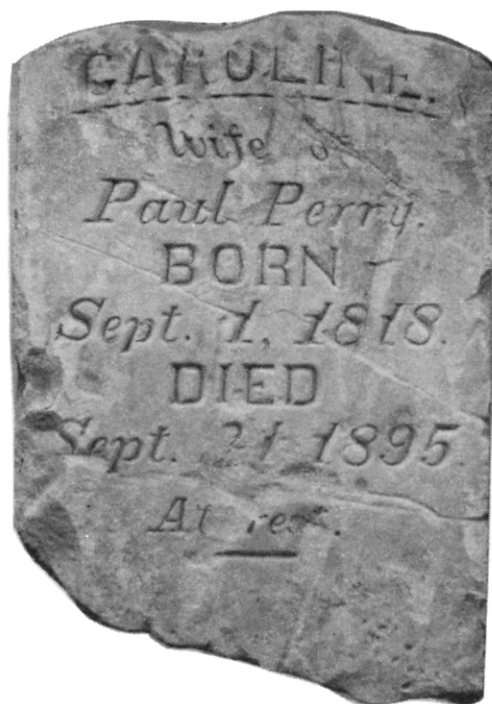
Two more surnames, Perry and Mitchell, can thus be added to those known to be buried in the cemetery from the list of Death Certificates (Table 2).

One footstone fragment has the initial "H" inscribed in the upper left corner. The remaining fourteen fragments are too small to accurately assign head or foot placement, although their thickness indicates most of them may have been the former type. None of these are inscribed.

All of the grave marker fragments, except the headstone base found in situ, have numerous plow scars on their surface (Figure 9 a-c), indicating that they have lain within the disturbed plow zone during the agricultural use of the area (1969-1977). Compared to the total number of graves, and presuming that even one quarter of these had markers, the twenty-one fragments represent only a minor percentage. It follows, then, that removal and disposal of the markers and fragments preparatory to construction of Camp Mitchell in 1941 was relatively efficient.

Other Evidence of the Cemetery

Three other types of evidence refer to the cemetery and its contents. The first consists of human skeletal remains turned over to the East Carolina University laboratory by a relic hunter who excavated them from the cemetery while digging for Civil War artifacts. As discussed in a previous report (Phelps 1976: 18), the bones were uncovered in the Fall of 1975 and sent to the laboratory without any indication of their provenience. It was only after the tests to locate the cemetery in 1976,



a



b



c



d

Figure 9. Fragments of plow-scarred, marble headstones from graves in the cemetery (a-c). Fragment of a concrete sidewalk from the Camp Mitchell occupation of the site (d); a U.S.M.C. cap emblem was impressed below the State abbreviations.

that we were told of their origin and circumstances of discovery. The remains include the nearly complete cranium, atlas, axis, and fragmentary left clavicle and 1st rib of an adolescent female. The bones are in good condition, indicating that the content of other graves may be equally well preserved. Also included with the material was a fragmentary left frontal bone showing an open metopic suture typical of an infant of approximately one year in age. It is probable that the relic hunter's pit cut into two closely-spaced graves.

Pit N8, a relic hunter's excavation which intersected a previous Civil War pit and grave N39C, produced the fragmentary top half of a molded glass funeral vase. The vase is tan and brown with a molded floral pattern on its body.

The third type of evidence includes a number of coffin handles, lid clasps, and lid locks. Most of these were found in relic hunter's pits which had intruded into graves, but one lid lock was reclaimed from a grave in Trench K where the grader had cut too deeply, exposing the very tops of the coffins.

With the exception of the funeral vase fragment, none of the human skeletal remains, coffin hardware, grave markers or other materials directly applicable to the graves or their content have been cataloged into the collection from the site. All of these items are destined to be returned for reburial or other appropriate disposition.

Cemetery Sections B and C

Sections B and C of 31CV25 will not be impacted by current construction, and the Airport Commission has decided to leave these areas in their current state. Section B has positive evidence of graves, but existence of the cemetery in Section C is hypothetical. The following data are offered only to complete the current knowledge of 31CV25.

Section B occupies the long ridge trending west along the south side of Williams Road from Howell to SR 1175. The ridge is approximately 10 feet (3 meters) in elevation, and is separated from Section A by a depression (Figure 10a).

Section B, then heavily wooded, was carefully inspected during the 1976 supplementary study at which time 20 graves were identified by their sunken outlines (Figure 2). Dense undergrowth and ground cover prohibited observation of most of the surface, and it was presumed that other graves existed. Local informants told us that "a number" of graves were disturbed during construction of a private residence (right background, Figure 10a) on the property sold by the Airport Commission at the intersection of Howell and Williams Roads (Figure 2). From the same source, the last burial observed in the cemetery was "along Williams Road" in the "early 1930's". During the current project, a fallen grave marker was uncovered by the bull-dozer in the area just south of the sunken grave outlines. It was uninscribed, made of cast concrete, and had been broken when the blade struck it (Figure 10b). No evidence of graves has been reported or observed in the open field at the west end of Section B between the wooded



a



b

Figure 10. a, Eastern end of the Section B ridge looking northwest from grid station BF on Howell Road. b, Broken concrete grave marker exposed in Section B.

area and SR 1175, and no tests have been opened there.

In summary, all graves observed or reported appear to occupy the crest and slopes of the sandy ridge at the east end of Section B. The situation is similar to that in Section A, with burials absent as the ridge slopes downward to the former natural drainages. During 1978 the area was grubbed and smaller understory growth removed leaving only larger, mature trees. Grass planting is planned which will convert the area to a pleasant parkland environment.

Section C has never been tested for evidence of graves, and none has been observed. This area is defined as the higher elevations of the area between SR 1175, the Old Beaufort Road and Williams Road. Informant reports concerning graves in this section are ambiguous, and the primary rationale for including it as a part of the cemetery is its position relative to the former community of Columbia. Three of the Death Certificates in Table 2 list "Columbia Cemetery" as the place of burial; it is assumed that, because of proximity and prior function, Columbia Cemetery was also included in the 31CV25 triangle.

SUMMARY OF CEMETERY EVIDENCE

Site 31CV25 is defined as the triangular area, enclosed by Howell, Williams and the former Old Beaufort Road, located on the northwest edge of and owned by Simmons-Nott Airport. Parts of this area have been permanently altered by grading and construction of SR 1175, the entry road, a hangar and ramp. The remaining parts of the site contain the Bryan or Far Cemetery, and possibly the Columbia Cemetery. The site has been divided into three sections on the basis of real or assumed function as the Bryan and Columbia cemeteries.

Section C, assumed to contain the Columbia Cemetery on the basis of proximity to the former Columbia Community, has no direct evidence of graves and would require test stripping to authenticate or negate its use as a burial place.

Section B, the long east-west trending sandy ridge paralleling the south side of Williams Road, is known to contain more than 20 graves, based on surface observation of sunken outlines, a grave marker, and oral reports of disturbed graves during house construction on the parcel sold by the Airport Commission. All of the observed graves, part of the Bryan Cemetery, are located on the eastern end of the ridge; no evidence of the cemetery has been observed in the agricultural field on the western end of the ridge, and strip testing would be necessary to prove their existence.

Sections B and C have been deleted from construction plans for airport expansion, however, and no further investigation of these sections is necessary as long as danger of impact has been removed. Both areas have been grubbed and cleared and a beautification program is underway. This includes surface grading, grass sowing and preservation of mature trees.

Section A, a 12-acre triangular plot defined by Howell Road, the

Old Beaufort Road and the 850 feet expansion line, will be impacted by construction and requires mitigation of impact through grave identification and mapping, removal and reburial. This project was designed to accomplish the first of the three requirements. Approximately 522 graves, placed there between 1865 and 1930, were identified and mapped in an area 150 by 550 feet (40 by 165 meters) trending northwest-southeast across the slopes and crest of the sandy ridge in Section A. Sufficient stripping of disturbed topsoil was accomplished to insure exposure of the entire cemetery area. The graves were measured and mapped to scale, and plotted on master maps for the Consulting Engineer so that re-exposure and location for purposes of removal can be accurately accomplished.

The graves in Sections A, along with those in B, constitute the Bryan, or Far , Cemetery, as authenticated by the Craven County Death Records and evidence from grave markers and other information recovered during this project. This was one of two cemeteries traditionally used by the residents of James City for over 60 years. The cemetery pattern appears to have been burial on the slopes and crests of the Kenansville loamy sand where ease of excavation and height above the water table were more easily attained. The distribution of graves is not continuous over the entire area since the lower slopes and drainage depressions were probably not used for interment. Many of the graves were disturbed by construction of Camp Mitchell in 1941 and by relic hunters in the 1970's, but the majority remain intact.

This project would have been unnecessary if the grave markers in Section A of the cemetery had not been torn down and removed under auspices of the United States Government when Camp Mitchell was constructed for the U. S. Marine Corps in 1941. Removal of this above ground evidence of burials was contrary to the public law and created considerable problems for the impact survey of the airport, as well as relatives of the James City individuals buried there.

RECOMMENDATIONS

The following recommendations are made for idsposition of the graves of the Bryan Cemetery in Section A of site 31CV25:

1. The graves must be exhumed and reburied by a licensed funeral director as specified by pertinent North Carolina statutes. The Consulting Engineer and/or Airport officials should contract for this service. As part of that operation, the services of a professional archaeologist should be secured to advise and assist in location of the graves. Previous correspondence from the State Historic Preservation Officer concerning this project has suggested that a complete archaeological and physical anthropological study be conducted during grave exhumation for purposes of better understanding of physical type and pathologies of the population and the changes in burial practice and custom. This is not recommended because of (1) the exorbitant time and cost involved in such a study for 522 graves, and (2) the sensitivity of exhumation and its impact on relatives of the deceased persons and the James City community at large.

2. An appropriate place for reburial should be selected which would satisfy both the Airport Commission, relatives of the deceased and

other members of the James City community. A recommended place, which would preserve the traditional integrity of the Bryan Cemetery and still be outside the airport expansion zone, is the area north of the 850 feet expansion line and south of the existing graves in Section B.

3. Recommendation for type and marking of the reburial spot is burial in a common grave, since no individuals can be identified, and an appropriate monument erected over the spot. The monument may be inscribed with the cemetery name and dates of use, a dedication to the unknown dead, and a list of known occupants of the cemetery from the list of Death Certificates (Table 2). Grave marker fragments reclaimed from the cemetery might be incorporated into a concrete area around the monument base.

Suggested Procedures for Implementation of Recommendations

1. For grave exposure and location preparatory to exhumation by the funeral director's staff, the topsoil should be stripped off an area sufficient to expose the cemetery area. Depth of stripping will be approximately 30 centimeters or to the level of undisturbed subsoil. The area to be stripped is described as follows (refer to Figures 6 and 8):

Beginning at grid baseline stake V, a line 90° west of the baseline for a distance of 150 feet; from there to a point 300 feet west of grid baseline stake BD on the grid line of that stake; thence east on grid line BD to a point 60 feet west of stake BD; thence south along a line parallel to the baseline to a point 60 feet west of grid baseline stake AJ; thence east on grid line AJ to that stake.

This will open the minimum area to insure recovery of all graves. It is suggested that a bull-dozer be used to push away the uppermost topsoil and a grader for the final scraping. It is desirable in this situation to strip the entire area at one time. Grave outlines can be marked as they are exposed so the grave removal staff can identify them.

2. During exhumation, the particular section being worked should be screened from public view by means of a temporary fence (black builder's plastic, for example); only the grave removal staff, members of the Consulting Engineer and Consulting Archaeologist staff, and pertinent public officials should be permitted in the removal area.

3. If the above recommended place of reburial is selected, the southern slope of the Section B ridge should be test stripped with a bull-dozer to determine position of the cemetery edge. After this is located, a mass burial pit of appropriate size (to be determined in consultation with the funeral director) can be laid out and excavated.

4. At the time of reburial, the skeletal material and grave-related artifacts resulting from this project will be included.

PART II
THE CIVIL WAR COMPONENT OF 31CV25A

by
David S. Phelps; John B. Green, III;
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INTRODUCTION

Federal forces won Roanoke Island from the Confederates on February 8, 1862, thereby gaining a strategic foothold from which they could secure and control the sounds, rivers and ports of the North Carolina estuarine system so important to the Confederate States (Secretary of War 1883: 183-191). The first riverine port city to be attacked and taken was New Bern, and it was that engagement which resulted in the use of site 31 CV 25, Section A, as a military troop camp prior to and following the battle.

This part of the report describes the surface material and excavated features at 31CV25A related to the Confederate and Federal encampments, and offers an explanation of their origin and deposition based on site context and existing records. The study provides an interesting vignette of Civil War activities which is best understood in the larger context of military operations in New Bern during that period.

CIVIL WAR ACTIVITY IN THE NEW BERN LOCALITY

After the loss of Roanoke Island to Federal forces, the defenses of New Bern and other coastal cities became a crucial factor, and work on them was immediately expedited. Apparently much of the work on fortifications had already been accomplished by Confederate troops around New Bern by the time Brigadier General L. O'B. Branch assumed command of the Pamlico District on November 16, 1861 (Secretary of War 1883: 184), but he immediately began efforts to complete them. The New Bern defenses were primarily oriented toward the Neuse River in anticipation of invasion by water, and the series of forts and batteries eventually proved useless. No good description of the Confederate works exists, but Forts Lane, Ellis, Thompson and others are shown on contemporary maps. It is from Federal accounts and descriptions after the battle that location of Confederate camps is known, since these were re-occupied by the Federal forces. South of New Bern on the peninsula formed by the Neuse and Trent rivers, Confederate camps were located along the north side of the Beaufort Road from the Trent bridge (a private bridge probably maintained by Henry Branch, owner of Clermont plantation) to the intersection of that road with present-day Howell Road. South of Beaufort Road, in the area now occupied by Simmons-Nott Airport, were the vast fields of Clermont. From the extant descriptions, most of the Confederate camps were temporary, with the troops housed in tents, although some more permanent barracks or hut quarters may have existed at the Trent bridge and on the first sandy ridge east of it. Obviously troops were also quartered at the forts and batteries along the Neuse River as far south as Croatan, and many of the troops in New Bern proper were bivouacked at the Fair Grounds on the northwestern edge of the city.

On March 12, 1862, when it became obvious that Federal attack was imminent, General Branch had work concentrated on the Fort Thompson breastworks, 4 miles south of New Bern, and determined to meet the enemy there (Secretary of War 1883: 242; map, 248). The battle took place on March 14, 1862, and resulted in defeat of the Confederate forces, whose line was

breached and overrun at a weak point in the defenses along the Atlantic and North Carolina Railroad (Secretary of War 1883: 196-269). The Confederate forces retreated to New Bern and eventually to Kinston, pursued by the Federal troops under the command of Major General A. E. Burnside.

Following the battle, the three brigades of Burnside's command advanced north along the railroad toward New Bern. The Confederates had abandoned their camp gear, armaments and supplies, set fire to the railway bridge and the draw of the Beaufort Road bridge over the Trent River, and retreated on foot and by railway to Kinston. Upon finding the railway bridge burned, Burnside ordered the First Brigade, commanded by General Foster, ferried across the Trent River to secure the city. The troops of this brigade, the 23rd, 24th, 25th Massachusetts and 10th Connecticut regiments, were quartered in the abandoned Confederate camps at the Fairgrounds except for the 25th Massachusetts, which was quartered in New Bern for police duty.

The other two brigades remained on the south side of the Trent River. General Jesse Reno's Second Brigade, consisting of the 21st Massachusetts, 51st New York, 9th New Jersey, and 51st Pennsylvania regiments, was assigned the duty of securing the peninsula area between the Trent and Neuse Rivers and setting up picket stations extending southward to Croatan and four miles up the Trent River (Secretary of War 1883: 200). The regiments of this brigade were quartered along the shore of the Trent River from Clermont plantation northward toward present-day James City. Their encampment was named "Camp Reno" in honor of the brigade commander (Drake 1889: 69). The Third Brigade, commanded by Brigadier General John Parke, was ordered into abandoned Confederate camps along the north side of the Beaufort Road between the Trent Bridge and Scotts Creek, where they remained until departing a few days later to attack Fort Macon, Beaufort and Morehead. The regiments of this brigade were the 4th and 5th Rhode Island and the 8th and 11th Connecticut, one of which occupied the camp at 31CV25A.

Federal troops remained in New Bern and vicinity for the duration of the war, and although occasionally threatened by attack from Confederate forces, never surrendered the area. Immediately after the battle, fortifications and defensive works were begun, and these were essentially completed during 1863 (Gardner 1909: 25). A map (Figure 11) of these defenses in 1864 shows the extensive fortifications around the city and on the peninsula to the south (Secretary of War 1891-1895: Plate 131-2). In the immediate vicinity of the airport and 31CV25 were Fort Gaston at the Trent bridge and Foster Barracks just north of the fort. The fields of Clermont plantation south of Beaufort Road became a vast parade ground for the Federal troops. The first use of the area for that purpose was a grand review in honor of General Burnside on June 20, 1862, in which 8,000 troops participated. A description of this event by the historian of the 5th Rhode Island (Burlingame 1892: 73-74) mentions that the "parade ground" was near "our old Camp Pierce" where they had camped right after the battle (probably 31CV25B). After completion of the defenses shown in Figure 11, it is improbable that troops were stationed in the camps north of Beaufort Road except in the vicinity of Fort Gaston, and then only for short periods of time. One such facility, shown on a map taken from the history of the 23rd Massachusetts Regiment was "Camp Pendleton",

occupied for a brief time during 1862 (Secretary of War 1887: 78). The local relic hunters have decided that "Camp Pendleton" included the 31CV25 area, but inaccuracies in the map scale, proportionate distances from known features, and evidence from 31CV25A itself tend to preclude this assignment; rather, "Camp Pendleton" appears to have been west of Williams Road where the sand pit is now located.

All of the evidence from the Civil War component at 31CV25A points to an original Confederate camp established in late 1861, abandoned after the battle and immediately reoccupied by one of the regiments of Parke's brigade. The Federal occupants left ample evidence of their looting and destruction of houses in the area before they departed from the camp. No structural evidence of a long-term encampment was observed. The following sections describe the context of features, present on analysis of the artifact content, and conclude with an interpretation of the site.

CIVIL WAR CAMP EVIDENCE AT 31CV25A

The features and pits containing evidence of Civil War camp activities clustered, like the graves of the cemetery, on the higher elevations of the ridge (Figure 12b). There were only few features on the northern and eastern slopes, but they were continuously distributed down the southern slopes of the site toward the old Beaufort Road. The southern ends of the grader trenches exposed Civil War remains right up to the edge of the gravel fill line on the south, and to the edge of the sodded area adjacent to the Shannon Aviation hangar and ramp (Figure 8). Construction of the hangar and ramp, and grading of that section of the airport, have destroyed the southern part of the camp area. While the cemetery seems to have been oriented parallel to the former route of Howell Road, the Civil War camp area was obviously oriented to the old Beaufort Road, and extended from it northward up onto the ridge crest. The declining frequency of features on the east indicates that the camp area did not extend beyond the old route of Howell Road, and surface survey data east of the road confirm this.

Research Design and Methods

Methods for locating and recording the features have been previously described (Part I: 15-16). As discussed there, the primary research goal for this project was recording of the grave locations, and feature evidence was considered secondary. One reason for this was the low frequency of observed features during the 1976 tests (Figure 2) opened in the northeastern part of the site, in an area which is now known to be on the periphery of the Civil War camp. The second reason was sensitivity of the grave location project and concern over previous disturbances (by the relic collectors), and a third consideration had to do with limitations of time and funds. In the process of stripping the site, the decision was made to salvage whatever possible from the features not directly intrusive into graves. This was based on the high frequency of such features, and the observed cultural value of their content.

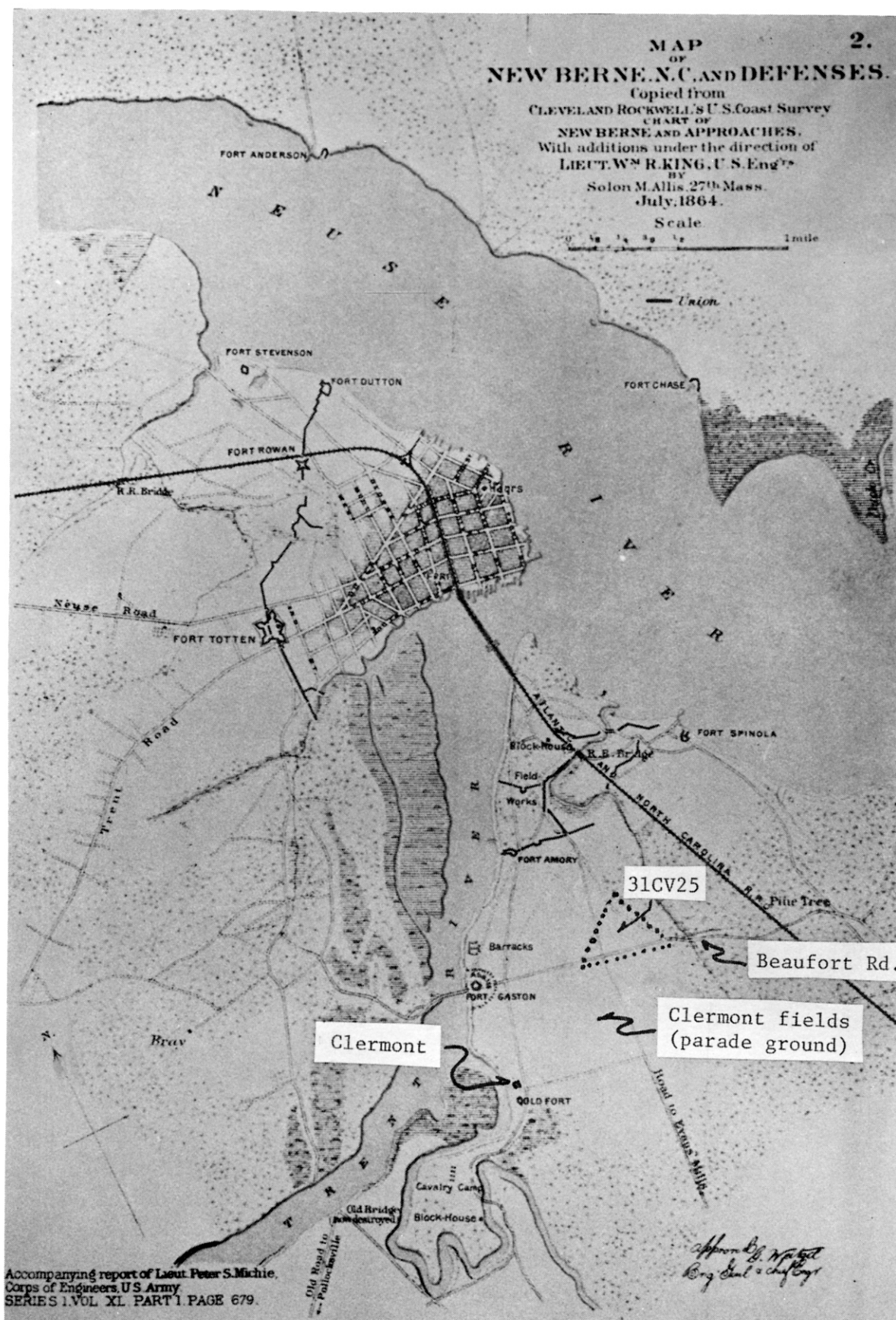


Figure 11. 31CV25, Clermont, and Federal defenses at New Bern, 1864
(after Sec. of War, 1891-95: Plate 131-2).

Recognizing that all features could not be excavated because of limited time, and that a large number of them had been previously disturbed by the collectors, we excavated only those which exhibited potentially diagnostic contents after exposure by the grader. This sampling technique may be referred to as "candy store sampling"--if you see it, you want it. It is, in a sense, analagous to surface surveys in an older day of archaeology when only the decorated potsherds were collected. Certainly, some features with culturally significant data were missed in such selection, but those reclaimed represent an adequate sample of site content and activities. As it turned out, few features had been missed by the collectors' metal detectors and shovels, but even our re-excavation of these features proved rewarding because the collectors had saved only the most perfect and intact artifacts. An estimated 80 percent of the excavated features had been previously disturbed by the relic collectors, from which they had gleaned numbers of buttons, uniform badges and emblems, bottles, bayonets, bullets, and other collectibles.

The Features and Their Contents

Of those excavated, forty features contained unmixed contents referable to Civil War camp activities. The forty features represent slightly less than 25 percent of the total number of those recorded, 156. Included in the latter total were 12 features into which graves had intruded (or vice versa) (see Appendix A) and were for that reason not excavated, 10 features assignable to Camp Mitchell in 1941 (see Appendix B), two in which Mr. Laughinghouse had buried cattle and hogs, and a number which were the more obvious relic collectors' trenches and holes and water line trenches from the 1941 camp.

The 40 Civil War camp features have been classified into two functional types: (1) campfire hearth and (2) refuse pit, on the basis of context and cultural content. A more diagnostic taxonomy was not possible because of the high frequency of previously disturbed features and partial reclamation of their contents by collectors. Campfire hearths are those features which had intact evidence of hearth construction or fire, and/or content representative of three behavioral sets: (a) evidence of use as gregarious gathering, eating and warming place in the form of lost or discarded items of personal or military gear; (b) evidence of food consumption or preparation in the form of food remains, bottles, tableware and mess gear; and (c) artifacts attributable to pit preparation, ignition of fires and fuel for maintaining fires. Nine features were assigned to this type. Two had intact, basin-shaped clay bases, hardened and discolored by fire; one of these, Feature U2, is shown in Figure 12a.

The remaining 31 excavated features were assigned to the refuse pit type either because of their randomly mixed fill or because previous disturbance would not permit other assignment. In one or two cases, pits with irregular shape, a small quantity of artifacts and no observable associational context appeared to be refilled relic collectors' holes.



a



b

Figure 12. Clay base of campfire hearth, Feature U2 (a) and exposed features on crest of ridge (view north) (b).

The excavated features and their contents are listed below.

Feature A1. Refuse pit. One blue shell-edge pearlware sherd, the neck of a green wine bottle (Class III, Type 2); and brick fragments.

Feature B1. Refuse pit. Seven sherds of green glass bottles, one of which is the base of a Class III, Type 3 whiskey bottle; one nail; one metal hasp with nails still in holes.

Feature E2. Refuse pit. One octagonal blue shell-edge pearlware platter measuring 11" x 8" (27.5 by 20.5 cm.) (Figure 13b); 2 sherds of green, salt glazed storage jar or crock.

Feature E3. Refuse pit. One aqua glass jar, partially reconstructed (Figure 21f), 5.25" high (13.4 cm.), resembles Class V, Type 16, but has a rolled lip; three metal barrel hoop fragments; one hard white ware sherd.

Feature F1. Campfire hearth. Four sherds of hard white ware cups and bowls; one sherd from a greenish-brown salt glazed storage jar; 13 sherds of green glass bottles (1 base appears to be a Class III, Subtype 2d); 2 aqua glass sherds; 1 fragment of sheet lead; 9 unidentifiable metal fragments; 2 oyster shells; 9 fragments of animal bone.

Feature G1. Campfire hearth (?). Two aqua glass sherds; 4 oyster shells; 3 animal bone fragments.

Feature K1. Refuse pit (?) (disturbed by Camp Mitchell structure L;). Seven fragments of a large, stemmed cut crystal glass goblet; 3 fragments of a Giessen's crystal glass mustard jar (Class V, Subtype 7a--new subtype, this paper); 1 greenish-amber ale bottle, neck broken (Figure 16b), positive imprint of crown on shoulder, 13 oz. capacity (similar to Class I, Type 3); 27 fragments of green spirits bottles; 1 neck (Figure 19a) and 10 body fragments of an aqua cathedral bottle (Class V, Subtype 9g); 4 sherds of melted aqua glass; 1 kaolin pipestem fragment (Figure 24i); 1 brass U. S. enlisted man's button; 5 amorphous lead fragments; 125 nails and miscellaneous metal fragments; 3 fragments of animal bone; 1 coffin latch (apparently derived from the disturbance caused by the World War II structure which intruded into at least one grave and possibly others--the latch was on the exposed surface of the feature).

Feature O2. Campfire hearth. Two amber and 2 green spirit bottle sherds; fragments of a metal scabbard for a sword or a saber-type bayonet (?) (Figure 22k); middle barrel band for an Enfield long rifled musket (Figure 22b); one minie ball; a metal buckle fragment; the handles of an army mess spoon and a pewter teaspoon (Figure 23c, e); the blade and handle tang (with brass rivets) of a straight razor (Figure 24j); fragments of a barrel hoop, 39 nails and an animal bone.

- Feature P1. Refuse pit. One amber (black) ale bottle (Figure 16c), Class I, Type 3; 13 glass sherds including the neck of a Class I, Type 4 ale bottle, the base of a green Class I, Type 3 whiskey bottle, another base with conical kick-up, fragments of a square aqua bottle and a small aqua octagonal bottle (ink?); the base of an iron cooking pot with 6 nubbin legs; nails (5) and miscellaneous metal fragments.
- Feature S1. Refuse pit. One reconstructed square green bottle (Figure 19c) which contained "London Cordial", and is classified as Class III, subtype 6g (new subtype, this paper); 1 light green bottle (Figure 19b), Class V, Type 20 (new type, this paper); 16 sherds of aqua and 3 of green glass bottles; 3 metal fragments.
- Feature S2. Refuse Pit. Three green glass sherds; a metal buckle, a nail and an animal bone.
- Feature S3. Refuse Pit. The base (9.5 cm. diameter) and 2 body sherds of a gray salt glazed storage jar or jug; the neck of a green bottle similar to Class III, Subtype 4c; and 5 aqua glass sherds.
- Feature U2. Campfire Hearth. The fired clay base of this pit is shown in Figure 12a. Nine sherds of melted amber glass; the brass distal tip of a Gaylord-type bayonet scabbard (Figure 22a); a minie ball; 17 nails; 9 fragments of metal; and 50 fragments of animal bone.
- Feature V1. Refuse pit. One base of a green bottle with negative impression of manufacturer's mark; 10 green glass body and neck sherds.
- Feature V2. Refuse pit. Base (2.9 cm. diameter) of 12-sided aqua glass bottle; 1 green glass sherd.
- Feature V3. Refuse pit. Two sherds of green glass; the hexagonal pedestal base (Figure 14d) of a hard white ware bowl or soup tureen with John Alcock mark; 1 sherd of a green salt glaze crock; 1 Minie ball; 1 nail.
- Feature V4. Refuse pit. Seven aqua glass sherds from cathedral and other bottle types; 1 sherd of a creamware plate; 1 large sherd of a pearlware plate with blue willow transfer design; 2 sherds of salt glaze storage vessels; 2 nails.
- Feature W5. Campfire hearth. Six fragments of aqua glass bottles, including the base of a 12-sided bottle, a small perfume bottle and a cylindrical bottle; 18 sherds of green glass bottles, including one marked "Ellenville Glass Works" (Class III, Subtype 4b); one crystal and 2 amber glass bottle sherds; 2 stem fragments of kaolin pipes, one a flanged mouthpiece (Figure 24h), the other marked "N. Prince" (Figure 24g); 7 Minie balls, 5 of which are illustrated in Figure 22f-j; 16 miscellaneous metal fragments and 36 nails.

Feature W6. Refuse pit. One sherd of an aqua glass "cathedral" bottle and one nail.

Feature W6a. (Outline disturbed by 1941 water supply line trench north of W6). Refuse pit(?). Six bottles, of which four have been reconstructed and two partially reconstructed. One is an amber wine bottle (Figure 17a) of the type traditionally associated with Rhein wines (Class III, Type 10--new type, this paper). The other 5 are Class III, Type 4 whiskey bottles, including one amber (Figure 17b) and four green glass. Two of the latter are unmarked (one is shown in Figure 17c) and two are Ellenville Glass Works bottles (Class III, Subtype 4b) (Figure 17d), both marked with the variant shown in Figure 18a.

Feature W10. Refuse pit. Two sherds of an aqua glass "cathedral" bottle (Figure 20b); 1 animal bone fragment and 4 nails.

Feature X6. Refuse pit. Twenty-six sherds of green glass bottles, including the base and neck of a square bitters bottle (?); 1 oyster shell.

Feature Y6. Campfire hearth. One sherd of a green glass bottle; 1 plain pearlware sherd; 1 brass coat button (Figure 24a) from a U. S. Army enlisted man's uniform, and 1 glass button; 2 imperfectly molded Minie balls; 1 metal buckle from an item of accoutrement; 1 socketed bayonet (Figure 21c); 15 nails and 12 miscellaneous metal fragments.

Feature Y12. Campfire Hearth. Four sherds of salt glaze earthenware and stoneware crocks or jugs; 2 stem fragments of kaolin clay pipes; 2 pieces of metal barrel hoop; 2 miscellaneous metal fragments; 3 nails; and 2 oyster shells.

Feature Y13. Refuse pit. Twenty-six sherds of green glass bottles, including one base marked "H. Heye-Bremen" (Class III, Type 4, Subtype 4d--new subtype, this paper); 26 sherds of aqua "cathedral" bottles; 2 nails; and 2 animal bone fragments.

Feature Y14. Campfire hearth. One reconstructed green glass bottle with no manufacturer's mark (Figure 16e), and 1 partially reconstructed green Ellenville Glass Works bottle with the mark shown in Figure 18b. Both bottles are Class III, Type 4 with the latter specimen belonging in Subtype 4b. Nineteen sherds of green glass bottles, and one aqua glass bottle neck which resembles a Class V, Subtype 10a pepper sauce bottle; 2 metal buckles from some item of accoutrement; 14 fragments of metal; 2 fragmented eggshells (chicken) and 22 beef bones.

Feature Y15. Campfire hearth (?). Six sherds of green and 1 of aqua bottles; 1 sherd of a ceramic ale bottle; 1 Minie ball; 1 pocket knife handle (blades broken) (Figure 241); 1 copper clothing stencil and fragments of newspaper found folded in the stencil (Figure 21a-b); 2 miscellaneous metal fragments.

- Feature Z2. Refuse pit. One reconstructed (Figure 16d) Class III, Type 4, Subtype 4d (new subtype, this paper) green bottle with its cork intact, manufactured by "H. Heye-Bremen" (Figure 18c); 1 dark green glass ale bottle, Class I, Type 3 (Figure 16a); 1 partially reconstructed crystal glass jar with a cork stopper (Figure 21e) containing "Giessen's" mustard (Class V, Type 7, Subtype 7a--new subtype, this paper); 110 aqua glass sherds from cylindrical, square and "cathedral" bottles; 5 metal coat buttons and 1 sleeve button; and 5 nails.
- Feature Z3. Refuse pit. One sherd of green glass; 2 sherds of hard white ware; 2 nails.
- Feature Z4. Refuse pit. Thirty-nine green glass bottle sherds, including the neck of a Class III, Type 2 wine bottle; 1 aqua and 3 crystal glass sherds.
- Feature Z5. Refuse pit. One complete amber glass whiskey bottle (Figure 16f), Class III, Type 4.
- Feature Z6. Refuse pit. Eleven fragments of animal bone and 4 oyster shells.
- Feature WA3. Refuse pit. Three sherds of aqua glass bottles and one metal bolt.
- Feature WA9. Refuse pit. One .69 calibre musket ball (Figure 22e); a brass buttplate screw for a musket or rifle (Figure 221); 2 glass buttons (one is shown in Figure 24d); 19 metal fragments.
- Feature WA18. Refuse pit. Three green glass sherds, one of which is the base of a Class III, Subtype 2d bottle; 6 sherds of aqua glass from cylindrical and "cathedral" type bottles; 1 metal coat button; 4 nails and an oyster shell fragments.
- Feature WA21. Refuse pit. One sherd of green glass; 1 blue shell edge pearlware plate (Figure 13a), 9.7" (24.6 cm.) diameter; 14 miscellaneous metal fragments.
- Feature WA22. Refuse pit. Three aqua and 2 green glass bottle sherds; 1 brass button with white glass inlay (Figure 24c); 1 iron round shot (canister?); 1 Minie ball; 2 metal fragments.
- Feature WA25. Refuse pit. One partially reconstructed (Figure 20f) aqua glass bottle, possibly Class V.
- Feature WA30. Refuse pit. One partially reconstructed salt glaze earthenware crock, with gray exterior and brown interior.
- Feature WA31. Refuse pit. One pearlware plate (Figure 15c), 12-sided rim, J. Heath mark (Figure 21d); 3 rim sherds of a blue shell edge pearlware

plate (Figure 15e); base and body fragment of a pearlware mug (shaving?) (Figure 15b); 1 sherd of a gray saltglaze crock or jug; the bowl of a glazed red clay anthropomorphic pipe (Figure 15a); reconstructed fragment of an aqua glass pint commemorative flask with Washington and Taylor busts on opposite sides (Figure 15d); 3 glass sherds (1 green, 2 aqua); 1 nail.

Other than the feature contents, artifacts were reclaimed from the original site surface as well as the subsoil surface of each trench or row as the grader exposed it. All specimens from the Civil War camp component of the site are classified below according to class of raw material from which they were produced or naturally occurred.

Ceramic Artifacts

Ceramic artifacts from the site consist of four categories: (1) general ceramics; (2) ceramic bottles; (3) smoking pipes; and (4) bricks. Classification of the general ceramics follows those of Godden (1965) and Hume (1974); ceramic bottle classification is that of Switzer (1974), and pipes were analyzed according to the Harrington and Binford formulae (Hume 1974).

General Ceramics

This category includes tableware, kitchen ware, storage vessels and other ceramic productions. Provenience and typology of these specimens are given in Table 4, and they are described below by ware group.

Lead glazed slipware. One sherd of this ware (Figure 14b) appears to have come from a cup or bowl shaped vessel and is typically yellow with dark brown (almost black) stripes produced by the iron oxide combed through the slip. This ware, with the iron oxide lines horizontally applied, dates between 1700-1780 (Hume 1974: 134-135).

Creamware. One sherd of a plain creamware (Hume 1974: 124ff) plate of this type produced between about 1760-1810.

Pearlware. This ware, dated between about 1780-1830, is the most common found on sites of the early 19th century (Hume 1974: 129-130). 31 sherds, 3 nearly complete dishes and 1 partially restored mug of pearlware were reclaimed from the site. Plain pearlware is represented by 8 sherds from the surface and features; the partially restored drinking or shaving mug (Figure 15b) and a complete plate (Figure 15c) came from Feature WA31. The 12-sided plate (9-3/8" diameter)

Table 4. Ceramic Types and Distribution

Ceramic Types	General Surface*	Features	
		Sherds	Vessels
Lead glazed slipware, combed iron oxide	1		
Creamware, plain		1	
Pearlware, plain	7	1	2
Pearlware, blue shell edge	2	4	2
Pearlware, blue transfer designs	6	1	
Pearlware, "sponged" blue	7		
Pearlware, handpainted polychrome	3		
Hard white ware, plain	20	8	
Hard white ware, handpainted polychrome	15		
Hard white ware, floral polychrome transfer	1		
Porcelain, plain	5		
Porcelain, floral polychrome transfer	1		
Salt glaze earthenware and stoneware	40	14	1
Ceramic bottles (Class I, Type 1-general)	30	3	
Totals	138	32	5

*Material collected from site surface during initial survey, from exposed subsoil surface during stripping operation, and from stripped fill soil.

is interesting in that its mark (Figure 21d) designates it "Ironstone China", but the entire piece has a distinct bluish tint and heavy concentrations of blue tinted glaze in the crevices. Ironstone usually refers to the hard white ware being produced after 1805 (Hume 1974:131) and this plate appears to be an attempt to pass off a pearlware product as the newer ware. The Heath mark, a lion and unicorn flanking a shield with crown above, is not listed ("J. Heath" is also impressed into the base below the mark) but Godden (1965:178) refers to a J. Heath of Hanley, operating between about 1770-1790. Two almost complete dishes, a plate (Figure 13a) (9-45/64"; 24.6 cm. diameter) and a hexagonal platter (Figure 13b) (10-29/32" by 8-5/32"; 27.5 cm. by 20.5 cm.), of blue shell edge pearlware came from Features WA21 and E2, respectively. Three rim sherds of a plate (Figure 15e) from Feature WA31 and a sherd from the surface (Figure 14e), along with the above vessels, illustrate the range of blue shell edge rim treatment. Blue transfer designs on pearlware include both floral and willow patterns. Seven sherds of one bowl have a "sponged" or tortoise shell-like underglaze decoration in blue, and three sherds are from polychrome handpainted vessels incorporating floral and band elements in various colors.

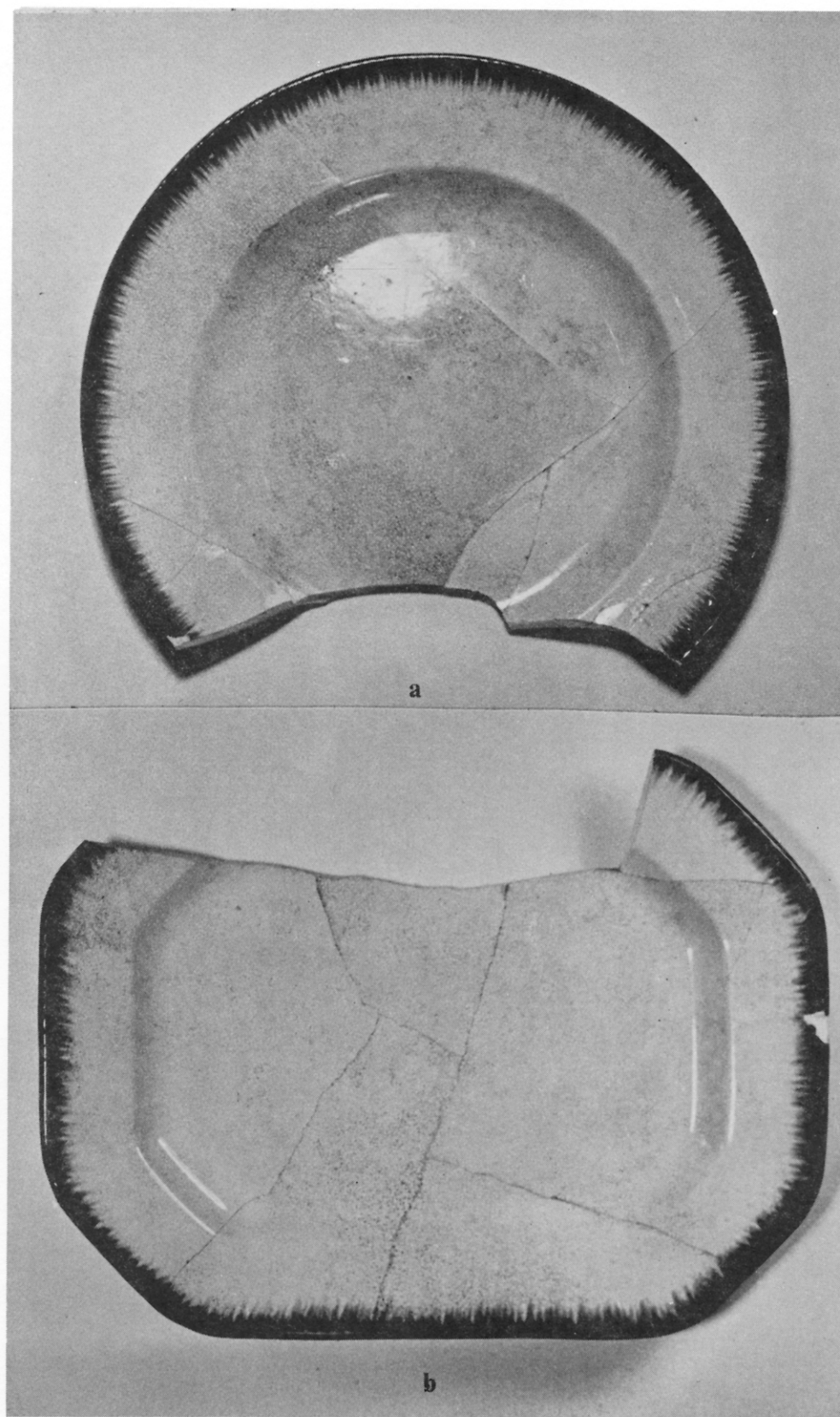


Figure 13. Blue shell edge pearlware plate (a) and platter (b). The plate has a diameter of $9\frac{45}{64}$ " (24.6 cm.).

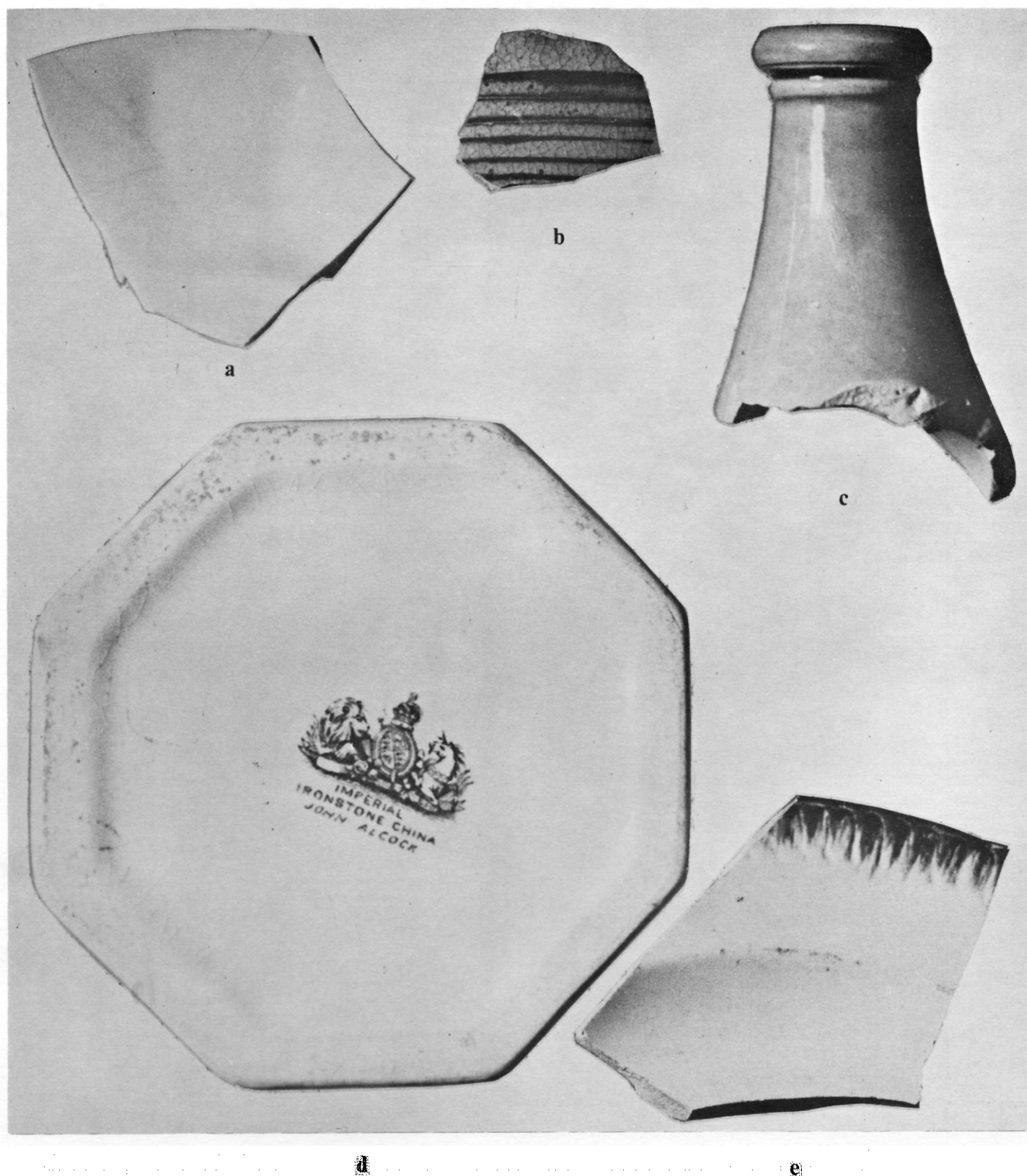


Figure 14. Various ceramic specimens: Porcelain (a), lead glazed earthenware with iron oxide combing (b), Class I ceramic ale bottle (c), hard white ware base with "Alcock" mark (d), and blue shell edge pearlware (e). All actual size.

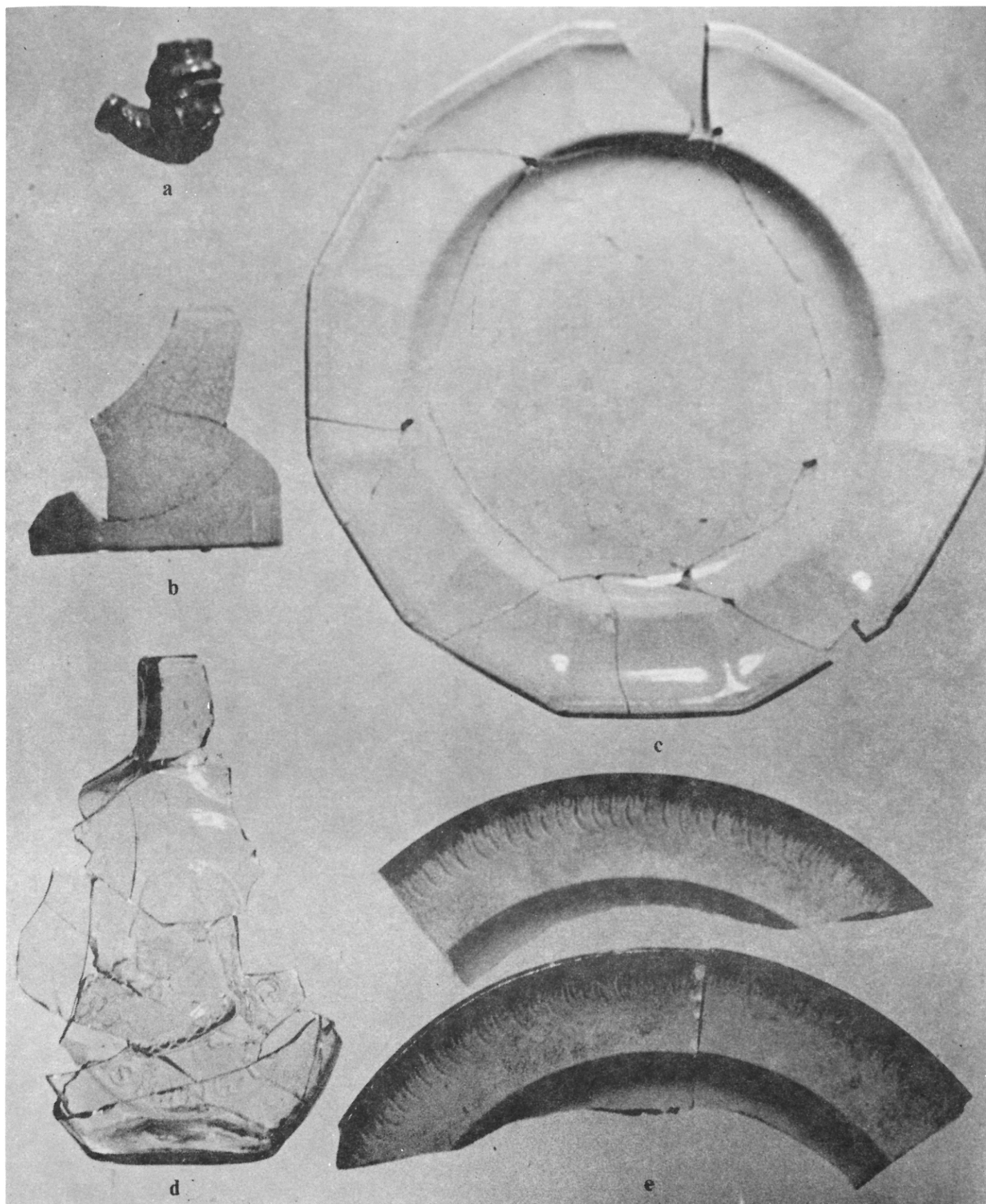


Figure 15. Artifacts from Feature WA31. Glazed clay pipe (a), fragment of pearlware mug (b), pearlware plate (c), Washington-Taylor portrait flask (d), and rim sherds of blue shell edge pearlware plate (e).

Hard white ware. The largest number of sherds from the site are hard white, the ware which generally replaced pearlware in popularity during the 2nd quarter of the 19th century. Twenty-eight sherds are plain, although some of these may be from zone decorated vessels, and derive from cups, bowls, plates and other vessels. One base of a pedestal bowl or soup tureen (Figure 14d) has a John Alcock mark of the style used by that manufacturer at Cobridge, England, 1853-1861 (Godden 1964:27). Fifteen sherds of the ware are from vessels decorated in hand-painted polychrome colors in various designs, and one sherd has a polychrome floral transfer design.

Porcelain. Five sherds of hard paste porcelain vessels, including the bowl rim illustrated in Figure 14a, were found. One porcelain sherd has a polychrome floral transfer design.

Salt glaze earthenware. This ware group includes various sizes of crocks for pickling and storage, jugs, bowls and jars in a wide variety of exterior and interior glaze colors and paste colors. Because many of the 54 sherds are small and classification of this ware group not well developed, no detailed classification has been attempted. Glaze combinations observed include: Tan to brown exterior with dark brown interior; tan exterior with clear glaze interior appearing pink over the paste; medium green exterior and interior; medium green exterior with bisque interior; grey exterior with dark brown and light brown interiors.

Ceramic Bottles

This category includes ceramic ale bottles assignable to Switzer's Class I, Type 1 (Switzer 1974:9). The 33 specimens include bottle neck, body, and base sherds, none of which were sufficiently large enough to permit accurate subtype assignment with the class. The body and base sherds are cream colored; neck and shoulder sherds range from pale to medium dark yellow ochre. Both angular and sloping shoulder subtypes are represented. The two neck sherds (Figure 14c) are identical to Switzer's Type 1.

Smoking Pipes

The majority of the pipe fragments are kaolin clay, and represent the classic one-piece pipes. Twenty-one stem fragments have a range of stem hole diameters as follows:

5/64"	-	6
6/64"	-	10
7/64"	-	5

From the Harrington table, this should produce a date somewhere around 1700, based on the frequency distribution. Using the Binford formula, the date for

this sample is 1704.61, all of which serves only to emphasize Hume's (1974: 300) statement that the range of acceptable accuracy for the Harrington-Binford system is about 1680-1760. Two of the stem fragments have flanged, flat-end mouthpieces (Figure 24h) and a third has traces of brown shellac. One fragment has "N. PRINCE & ..." (Figure 24g) imprinted on one side and "IN GOOD" on the other; a second has "PETER" and "DORNI" imprinted on opposite sides in rectangular spaces surrounded by rouletted lines. Bowl fragments recovered include 2 plain (one with the heel broken), 3 with variants of fluting curving upward along the bowl from the stem, and one with a vertical line of angular incisions.

One kaolin stem (Figure 24f) is of the type to be inserted into a separate bowl. Its maximum outside diameter is 15/32", tapering into an elliptical cross section at the mouthpiece. The stem hole has a diameter of 5/64".

Two pipe bowls are of red clay and designed to have separate stems inserted. One of these (Figure 24e) has a lightly burnished exterior but no other finish; the other is an anthropomorphic head-form (Figure 15a), clear glazed over the red clay giving the piece a warm, brown color. The head represents a bearded Arab with burnoose and head band.

Bricks

Bricks and brick fragments were excavated from a number of features and collected from the surface of grader trenches, but only a few representative samples were cataloged into the collection. All specimens observed had relatively contorted paste, were irregular in dimensions and shape, and had the characteristic flanges along one face resulting from hand-packing and smoothing into wooden mold forms. One header fragment still retained its gray-green glaze.

Concentrations of brick in some of the features indicate use for construction of hearth and campfire walls; unfortunately, the concentrations occurred in features previously excavated by the relic collectors, and context had been destroyed.

Glass Artifacts

By far the most frequent glass artifacts were bottles representing a wide range of classes and types. Most of these were scattered sherds and small sections; whole or reconstructable bottles were the exception rather than the rule. The bottles have been classified according to the Switzer (1974) typology where possible, and include some new types and subtypes herein defined in that system.

Also recovered were a few fragments of glass vessels other than bottles, glass buttons, and a mirror fragment.

Bottles

Class I, Type 3 (Switzer 1974:17-21) includes ale bottles of a dark greenish amber glass (black in reflected light). Two intact bottles and a third minus the upper neck and rim were recovered, as well as a number of base and neck fragments assignable to the type. All of the specimens vary in one or more attributes or combinations of attributes from the published type and subtypes, and are here described so that they may be included when more is known about the range of ale bottles.

The first specimen (Figure 16a) has a height of $9\frac{3}{16}$ " and basal diameter of $2\frac{21}{32}$ ". Neck diameter is $\frac{7}{8}$ " outside and $\frac{21}{32}$ " inside. The base has a rather deeply depressed kick-up ($1\frac{1}{8}$ ") and a rough pontil scar. The bottle, formed in a 3-piece mold, has a relatively tall body and a collar similar to Subtype 3b (Switzer 1974:17), and 13-ounce capacity.

The second whole bottle (Figure 16c) has a squat body and slightly bulbous neck, 3-piece mold marks, and a collar and base similar to Subtype 3c (Switzer 1974:18). It is much shorter with a height of $7\frac{7}{8}$ ", basal diameter of $2\frac{7}{8}$ ", neck diameter $\frac{29}{32}$ " outside and $\frac{11}{16}$ " inside, but also holds 13 ounces.

A third specimen (Figure 16b) cannot be accurately typed without its upper neck and collar, but probably constitutes a new type (Type 5) on the basis of the positively molded crown on its domed shoulder. Three-piece mold marks are visible, the lower neck indicates a bulbous form and the base (diameter $2\frac{3}{4}$ ") is slightly concave with a polished pontil scar. The crown mark is sketched below.



Bottle fragments assignable to Class I, Type 3 (general) are listed in Table 5.

Class III includes spirits bottles containing whiskey, brandy, wine, champagne, bitters, etc. A few whole or reconstructable bottles and numerous fragments (Table 5) were recovered at 31CV25A.

Class III, Type 4 (Switzer 1974:29) describes amber and green 25 to 28 ounce bourbon whiskey bottles blown in 3-piece molds. Four of this type, 2 amber (Figures 16f, 17b) and 2 green (Figures 16e, 17c), without manufacturer's marks, are represented in the collection.

Class III, Type 4, Subtype 4b designates green whiskey bottles produced by the Ellenville Glass Works (Switzer 1974:29), Ulster County, New York. Three reconstructed bottles (one is shown in Figure 17d) and 3 bases of this subtype were reclaimed. Switzer's (1974:71-72) argument that the "ELLENVILLE GLASS WORKS" mark was in use prior to 1866 is also confirmed by these bottles, certainly discarded between 1862 and 1864. Further, two variants of the mark are represented in our collection; two bottles have the mark shown in Figure 18a, with the molded cross in the center of the base, while 4 specimens have the mark (Figure 18b) recorded on those in the Bertrand cargo (Switzer 1974: Figure 38b).

One base of a green whiskey bottle with the mark "W. McCULLY & CO PITTSBURGH PA" belongs to Class III, Subtype 4c (Switzer 1974:29).

A reconstructed bottle (Figure 16d) with its cork and bases of four others have the mark "H. HEYE. BREMEN" (Figure 18c) apparently that of a German manufacturer. These green 25-ounce bottles have a brandy-type collar but in size, general shape and base form are more similar to the Type 4 whiskey bottles. Blown in a three-piece mold, the bottle measures 11-1/8" (283 mm.) in height, has a base diameter of 2-7/8" (73 mm.), and neck diameters of 3/4" (19 mm.) interior and 1-1/8" (21.5 mm.) exterior. A new subtype, 4d, in the Switzer classification is suggested for these.

Another base is marked "DYOTTVILLE GLASS WORKS PHILA" (Figure 18d) and measures 2-15/16" (74.5 mm.) in diameter. While the green bottle is not complete, the base morphology suggests a new subtype, 4e, for specimens with this mark.

A Class III, Type 6 green bottle marked "LONDON", "CORDIAL", and "CHA....S" on three of its four faces is shown in Figure 19c; letter spacing suggests that the incomplete (sherds not found) word may be "Charles"--the fourth face is blank. In all attributes this specimen fits Switzer's (1974: 30) Type 6, and constitutes a new subtype, 6g, on the basis of its marks. The bottle was blown in a two-piece mold, has a height of 9-1/2" (241 mm.), basal width of 2-3/4" (70 mm.), neck diameter (interior 5/8" (16 mm.) and exterior 1-1/16" (27 mm.), and a neck height of 1-3/4" (44.5 mm.). The base has a concavity of 3/8" depth and a polished pontil scar.

The amber bottle shown in Figure 17a is the traditional shape long associated with white wines from the Rhein locality of Germany. This

reconstructed specimen constitutes a new type in the Switzer classification on the basis of shape and presumed content, and Class III, Type 10 is proposed. No mold marks are obvious (a two-piece mold is presumed) and no manufacturer's marks are present. Height of the bottle is 13-7/8" (353 mm.) and base diameter is 2-15/16" (75 mm.) with a 15/16" (24.5 mm.) deep conical kick-up (the pontil scar has been polished away). Neck diameter inside is 3/4" (19.5 mm.) and outside, 1-1/8" (28.5 mm.). The ring collar of variable width is attached 5/32" below the lip. A neck sherd from another similar bottle is shown in Figure 20f.

Also probably belonging within Class III, but not provided for in the classification are commemorative flasks. One partially reconstructed aqua bottle (Figure 15d) of this type was found in Feature WA31. It is a George Washington-Zachary Taylor commemorative portrait flask, pint capacity 6-7/8" height, produced by the Dyottville Glass Works, Philadelphia, between 1840-1860 (McKearin and McKearin 1941:522-523).

Two bases of older types of Class III bottles are not assignable to type. One is marked "W & J G" in positive relief letters on the base (Figure 18e); the other has the negative impression of an unreadable name (Figure 18f).

Class IV, toiletry bottles (Switzer 1974:43), are represented in the collection by an aqua base (Figure 20d) fragment, diameter 23/32" (18.2 mm.) and numerous sherds.

A partially reconstructed clear glass jar with its cork (Figure 21e) belongs to Class V, culinary bottles. It is barrel-shaped with a maximum body diameter of 2-9/16" (65 mm.), and 4-15/16" (126 mm.) high. Base diameter is 2-1/16" (52 mm.) with a shallow conical kick-up and rough pontil scar. The neck diameter is 1-1/2" (38 mm.) interior and 1-13/16" (46 mm.) exterior. Blown in a 2-piece mold, the jar has two parallel raised bands around the upper and lower thirds of the body, the raised, molded eagle on one side and "GIESSEN'S UNI.... MUSTARD N...." on the other. Although sherds of at least two of these bottles were found, the second and third words or units of the legend could not be completed. These specimens have been classified as a new subtype 7a, of Switzer's (1974:48-49) Class V, Type 7.

An aqua bottle with cylindrical body and neck (Figure 21f) blown in a two-piece mold, is classified as Class V, Type 16, and assigned a new subtype 16a. It is similar to Type 16 (Switzer 1974:61) except for its rolled-ring lip and polished pontil scar. Height is 5-7/32" (133 mm.) and base diameter 2-3/8" (60.5 mm.). Neck diameters could not be taken because of insufficient sherds to reconstruct that section of the bottle.

Also in Class V is a dark aqua bottle, blown in a two-piece mold, of complex design (Figure 19b). Not represented in the Switzer typology, this specimen has been assigned a new Type 20. It has a square body with opposing panels of raised, molded crossed lines (the other two panels are plain), a double-curving round shoulder zone, and a slightly flaring cylindrical neck

with rolled lip. The square base is slightly concave, has a rough pontil scar, and measures 1-7/8" (47.5 mm.) in width. The square body section is 3-3/8" (86.5 mm.), slightly over half of total height, 6" (152 mm.). Neck diameter at the orifice is 1-1/16" (28 mm.) interior and 1-3/8" (35 mm.) exterior. Bottle capacity is 7 ounces when filled to the rim, apparently designed to be closed with a cork.

Numerous neck, body and base fragments of Class V aqua "cathedral" style bottles were reclaimed but none were sufficiently large or reconstructable to assign to particular types. Representative samples of these are shown in Figures 19a and 20b-c.

A Class VII chemical bottle (Figure 20e) is assigned a new Type 4 within the class (Switzer 1974:70). It is pale aqua glass with a 12-sided body, slightly concave base with rough pontil scar, has a rounded shoulder, cylindrical neck and wide rim flaring outward to a flat lip. Basal diameter is 1-25/64" (30.5 mm.), height 4-3/8" (112.5 mm.), neck height to lip 1" (25.4 mm.), neck interior diameter 7/16" (11.25 mm.) and exterior at lip 1" (25.4 mm.). Apparently a cork was used to close the bottle.

Other Class VII specimens include a neck fragment (Figure 20a) of clear glass with interior abrasion marks from a glass stopper, and a base fragment (Figure 20g) similar to Class VII, Type 2 (Switzer 1974:70; Figure 96).

Other Glass Containers

Seven sherds of clear glass from Feature K1 were reconstructed to form the partial base and body of a cut glass stemmed goblet.

Six sherds of amethyst glass from the surface appear to have been parts of a pressed glass pitcher or bowl.

Buttons

Three white glass buttons of varying sizes were recovered from two features, 46(1) and WA9(2). All three are the 4-hole type with depressed or countersunk center. In order of size from largest to smallest they measure 27/64" diameter, 7/64" thickness; 13/32" diameter, 3/32" thickness; and 25/64" diameter, 3/32" thickness (the reverse side of this button is illustrated in Figure 24d). The item or items of clothing to which these were attached is not known; the size indicates a number of possibilities, including shirts, underwear and trousers.

Mirror

One fragment of glass from a circular hand mirror was found in Feature S1.

Table 5. Bottle and Glass Classification

Formal and Descriptive Types	General Surface	Features	
		Sherds	Whole Bottles
Class I, Type 3			2
neck	2	4	
base	1	3	
body			
Type 5			1
Class III, Type 2			
neck	4	1	
base	7	1	
body			
Type 4			5
neck	2	3	
base	2	2	
body		4	
Subtype 4b			3
base	2	1	
Subtype 4c base	1		
Subtype 4d			1
base	2	2	
Subtype 4e base	1		
Type 6	1	26	
Subtype 6g			1
Type 10			1
Class IV base		1	
Class V, Type 7a			1
body		3	
"cathedral" styles neck (all types)		2	
body	7	93	
base	2	3	
Type 16, Subtype 16a			1
Type 20			1
Class VI neck		1	
body	1		
base	1		
Class VII, Type 2 base	2		
Type 4	1	1	1
Portrait flask, Washington/Taylor	2		1
Unclassified, clear neck	2		
body	3	14	
base		4	
aqua neck	16	4	
body	13	93	
base	10	5	
green neck	3	4	
body	36	230	
base	22	7	
amber neck		1	
body	6	14	
base	2		
amethyst neck	1		
body	6		
base	1		



a

b

c

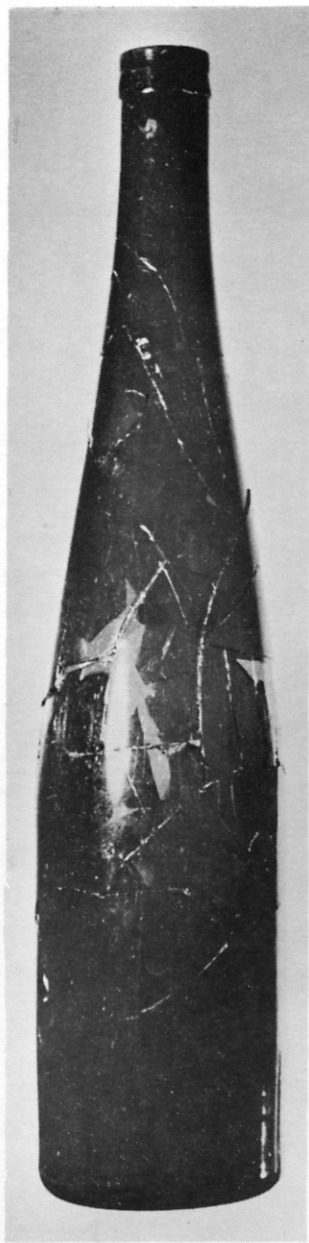


d

e

f

Figure 16. Class I, Type 3 ale bottles (a-c) and Class III whiskey bottles, Type 4 (e-f) and Subtype 4d (d). Height of (a) is $9\frac{3}{16}$ "; height of (d) is $11\frac{1}{8}$ ".



a



b

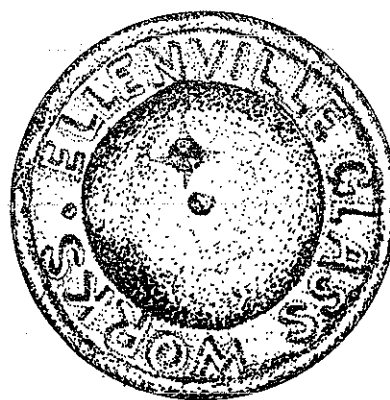
c

d

Figure 17. Class III wine and whiskey bottles: Type 10 (a); Type 4 (b-c); Type 4, Subtype 4b (d). Height of a is 13-7/8".



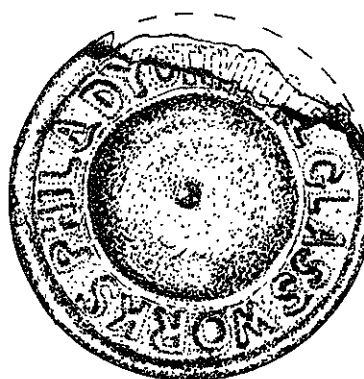
a



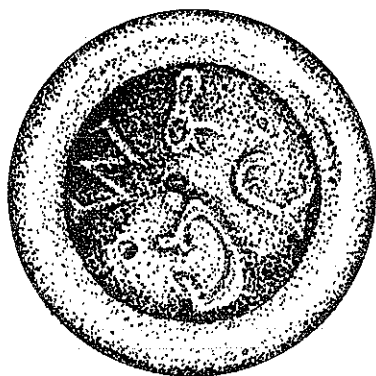
b



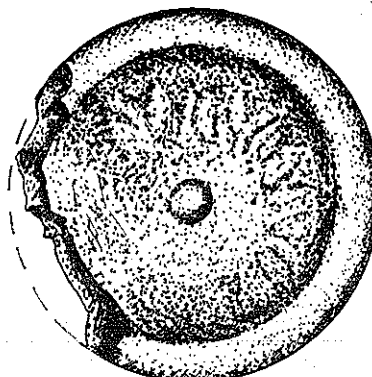
c



d



e



f

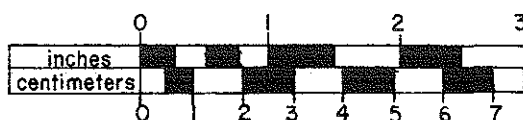


Figure 18. Class III bottle bases with manufacturer's marks: Subtype 4b variants (a-b), Subtype 4d (c), Subtype 4e (d), unknown types (e-f).

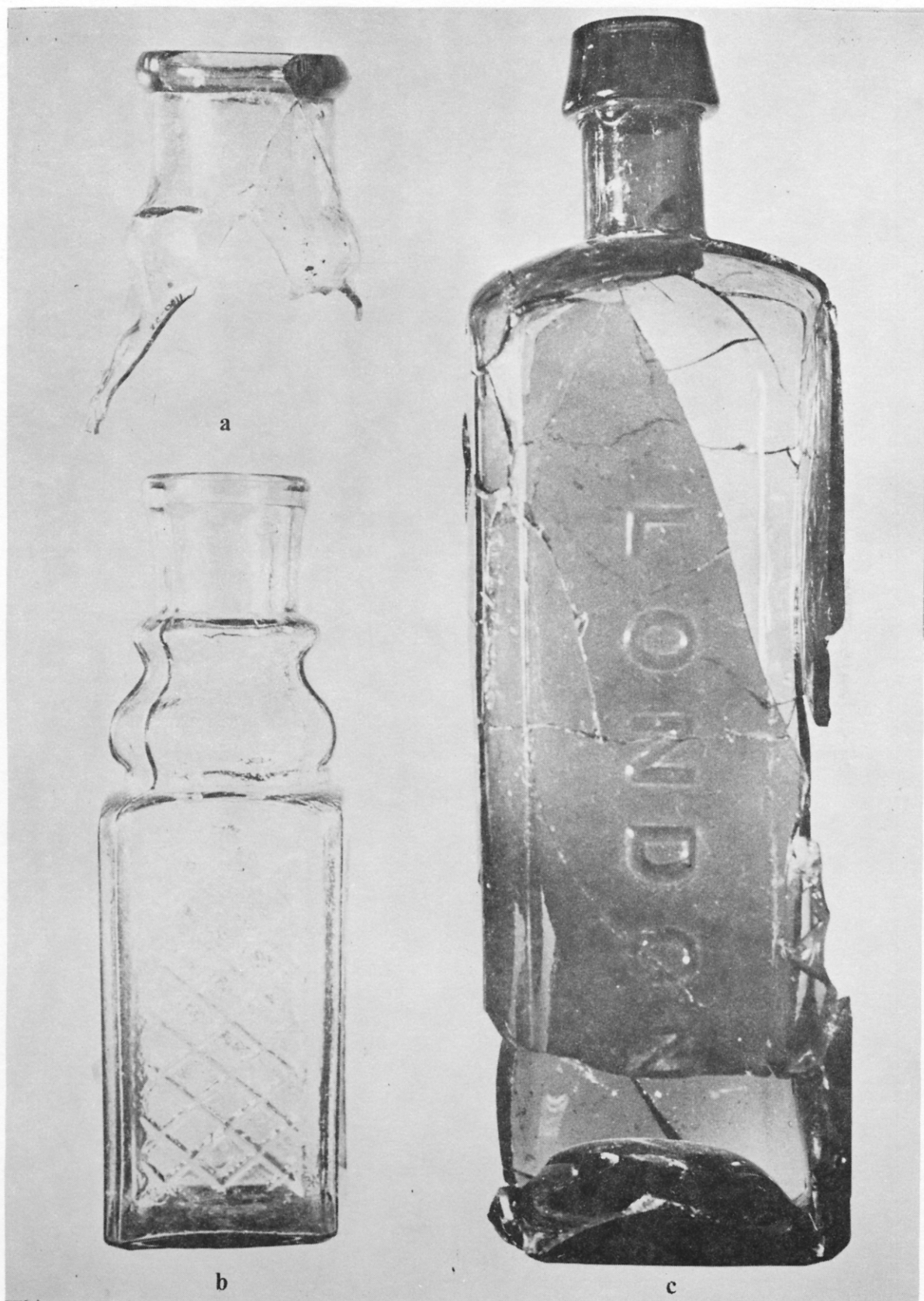


Figure 19. Neck of cathedral bottle (a), Class V, Type 20 culinary bottle (b) and Class III, Subtype 6g spirits bottle. All actual size.

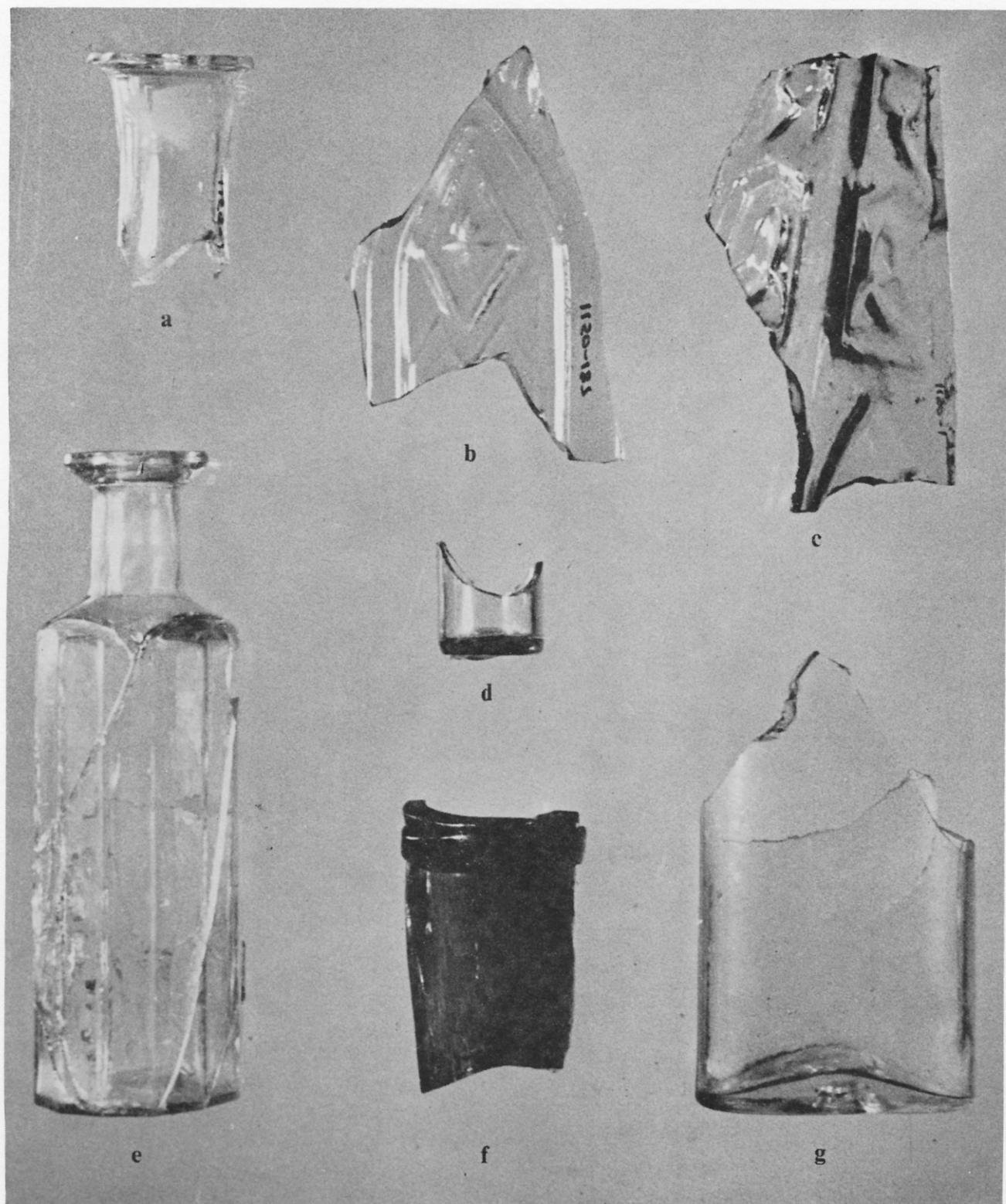
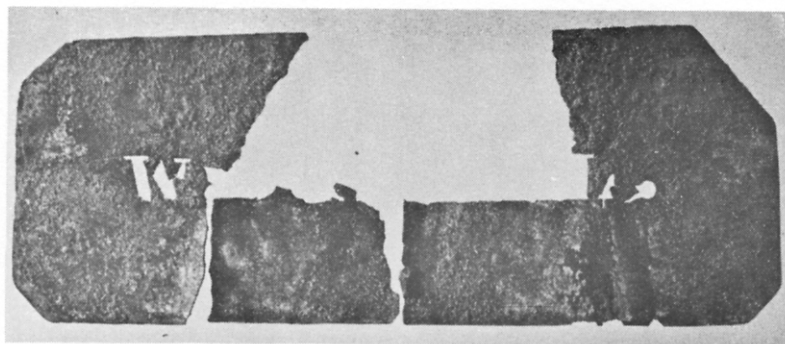
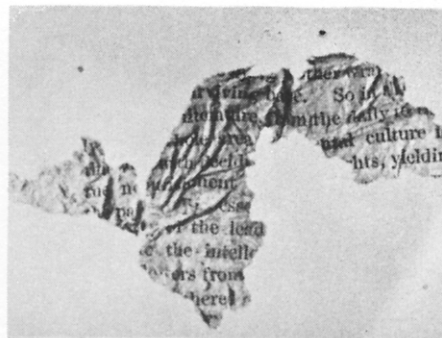


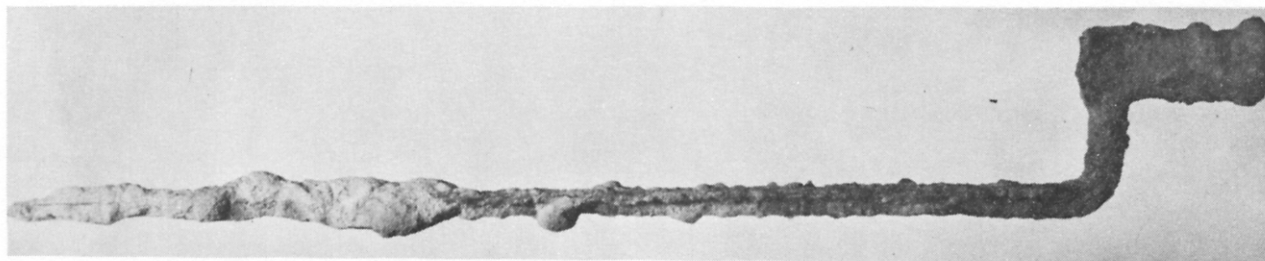
Figure 20. Class VII (a, e, g), Class V (b, c), Class IV (d), and Class III (f) bottle and fragments. All actual size.



a



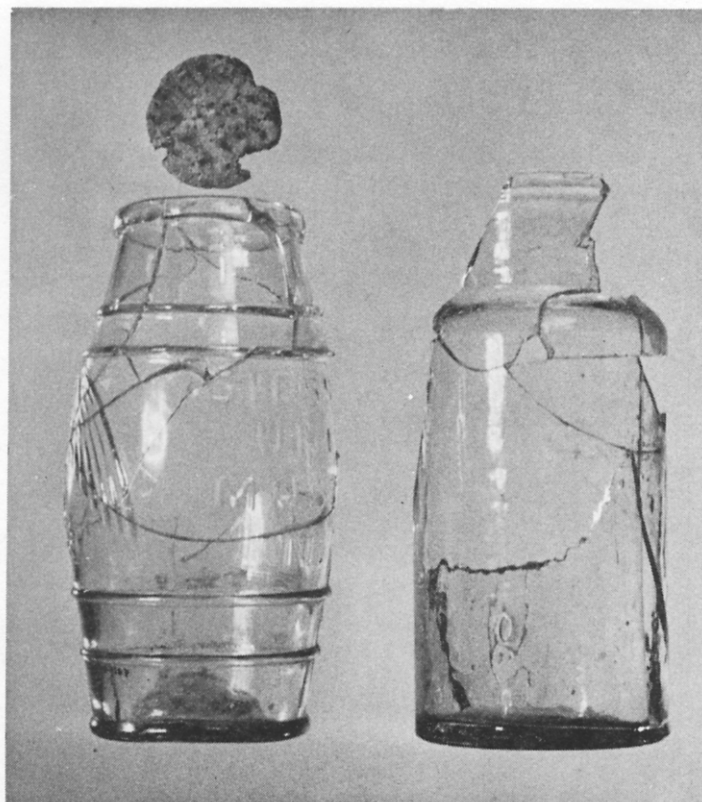
b



c



d



e

f

Figure 21. Copper clothing stencil (a) and newspaper folded in it (b); socket type bayonet (c), Heath mark on pearlware plate (d), and Class V culinary bottles (e-f).

Metal Artifacts

Metal artifacts from the site include ammunition, parts of weapons, buttons and accoutrement fittings, mess gear and artillery, as well as miscellaneous items and unidentifiable fragments. These are listed below by category.

Ammunition

Minie balls, .58 calibre, lead (Lord 1965:15). 13 specimens were reclaimed from the site, the length of nine typical specimens varies from 1.0" to 1.0156" (4 of these are shown in Figure 22f-i), but two others have a length of only .875". One specimen (Figure 22j) has "worm" markings on its tip from having been extracted from the weapon. All appear to have been exposed to fire, two having charred organic deposits on their exterior and inside the base and a third is almost completely melted. Some of those found in hearths were apparently used to start fires by breaking the paper encasing cartridge and igniting the black powder.

Musket ball, .69 calibre, lead (Lord 1965:14). This is a standard musket ball (Figure 22e) and may possibly be attributed to the Confederate use of the camp.

Round shot, iron. This specimen (Figure 22c) measures approximately .875" in diameter, and is heavily oxidized. It may be a canister shot (Ripley 1970:267-268).

Shotgun shells, 10 gauge. Two of these brass shell bases (Figure 22d) were recovered from the surface and probably relate to post-war hunting activities.

Weaponry

Bayonet, socket type with triangular blade (Figure 21c). This specimen is a standard type (Lord 1965:54) used by both sides during the Civil War.

Barrel band, rifled musket or musket. This iron band (Figure 22b) is 2.0" in overall length and has an interior width of 1.1", a size which will fit the middle position on the long Enfield (Edwards 1962:242-255) and Springfield weapons, as well as possibly others.

Screw, brass, probably from the butt plate or trigger guard of a musket or rifled musket. This specimen (Figure 22i) measures 1-3/16" in overall length and has a head diameter of 3/8".

Accoutrements and Uniform Accessories

Bayonet scabbard tip, brass (Figure 22a). Probably of the Gaylord type (Lord 1965:4) for a socket bayonet, this specimen still retains its wood interior filler.

Bayonet or sword scabbard fragment, iron. This heavily oxidized fragment (Figure 22k) is in too poor a state of preservation to accurately assign.

Buckles, cast metal (iron). Five complete buckles and one fragment of another all probably were attached to various items of accoutrement (knapsacks, cartridge pouches, belts, etc.). Three specimens like those illustrated in Figure 23f-g were recovered, and one each of the types in Figure 23h and i. The fragment not illustrated is larger and may be a belt buckle.

Buttons, brass. Two U. S. Army enlisted men's coat buttons with eagle and shield on the obverse (Lord 1965:62) were recovered; one of these (Figure 24a) is 49/64" in diameter and marked "Scoville Mfg. Co. Waterbury", the other measures 15/16" in diameter and has "Extra Quality" stamped on the reverse. Both are South's (1963) Type 27, with eyes soldered in the holes. Two others are probably from civilian rather than military issue clothing: one is cast brass with iron back and a milk glass inlay (Figure 24c); the other also has a brass face and iron back (Type 29-South 1963), and its stamped face design is a wreath surrounding a circular central area of parallel lines (Figure 24b).

Buttons, iron. Nine specimens of Type 21 (South 1963) include six with a diameter of 11/16" and three of 9/16" diameter. These were probably from civilian clothing rather than military, and may relate to the Confederate camp use.

Epaulette stud, brass. This specimen is from Feature E1, classified as a 1941 Camp Mitchell pit because of mixed fill, but may be a Civil War officer's epaulette stud for securing that device to the coat.

Cutlery and Mess Gear

Knife, steel blade with bone handle (Figure 23b). The blade of this artifact was broken, but it appears to have been a civilian kitchen knife. The deteriorated bone handle is attached to the tang with three pairs of brass rivets.

Cooking pots, iron. Two fragments of cast iron pots were recovered. One is a rim piece with attached loop handle (Figure 23a); the other is a round base, 5-1/4" (13.5 cm.) diameter, with six nubbin legs (1/4" length).

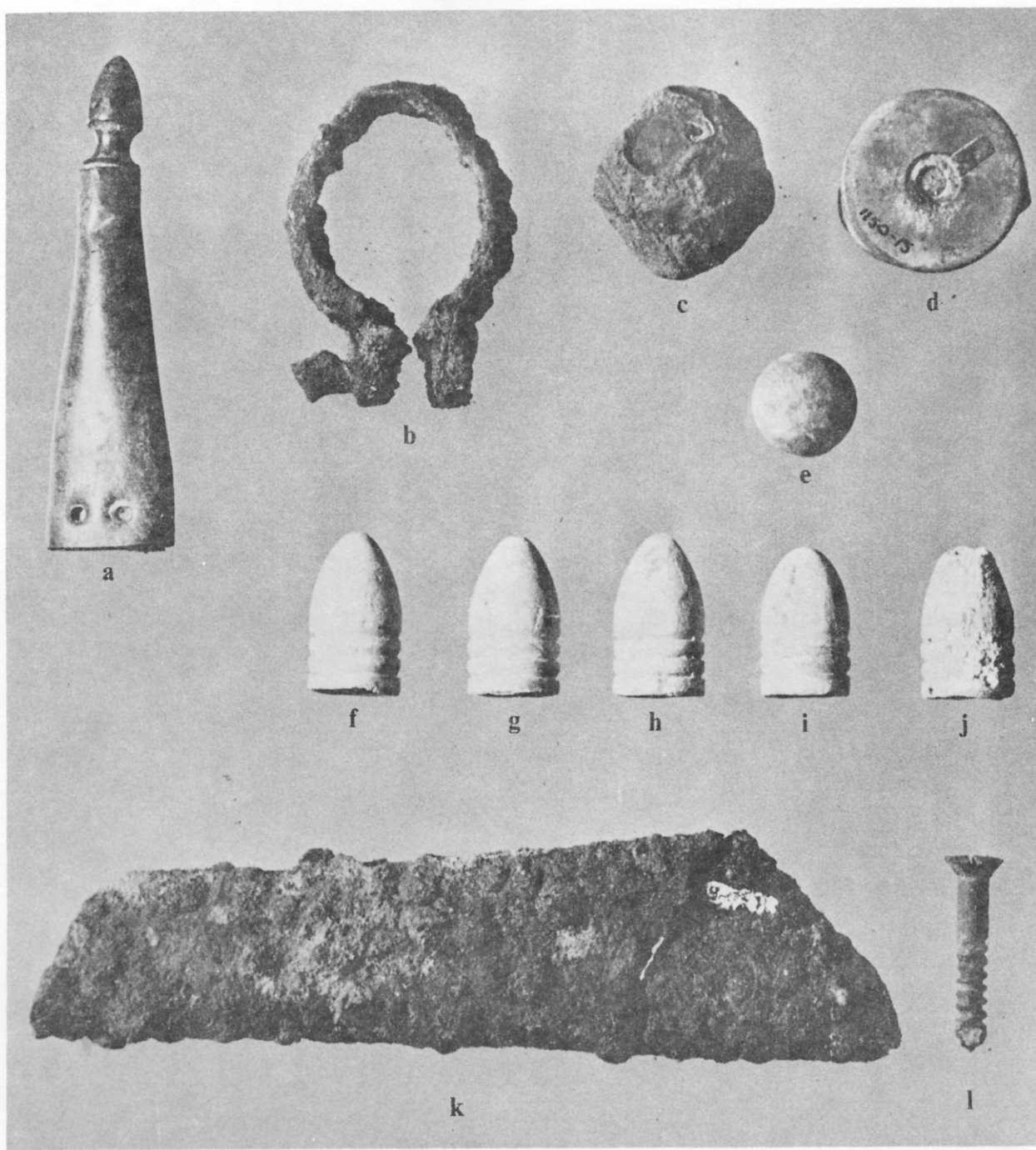


Figure 22. Gaylord bayonet scabbard tip (a), musket barrel band (b), shot, shell, and bullets (c-j), scabbard fragment (k), and brass butt-plate screw (l). All actual size.

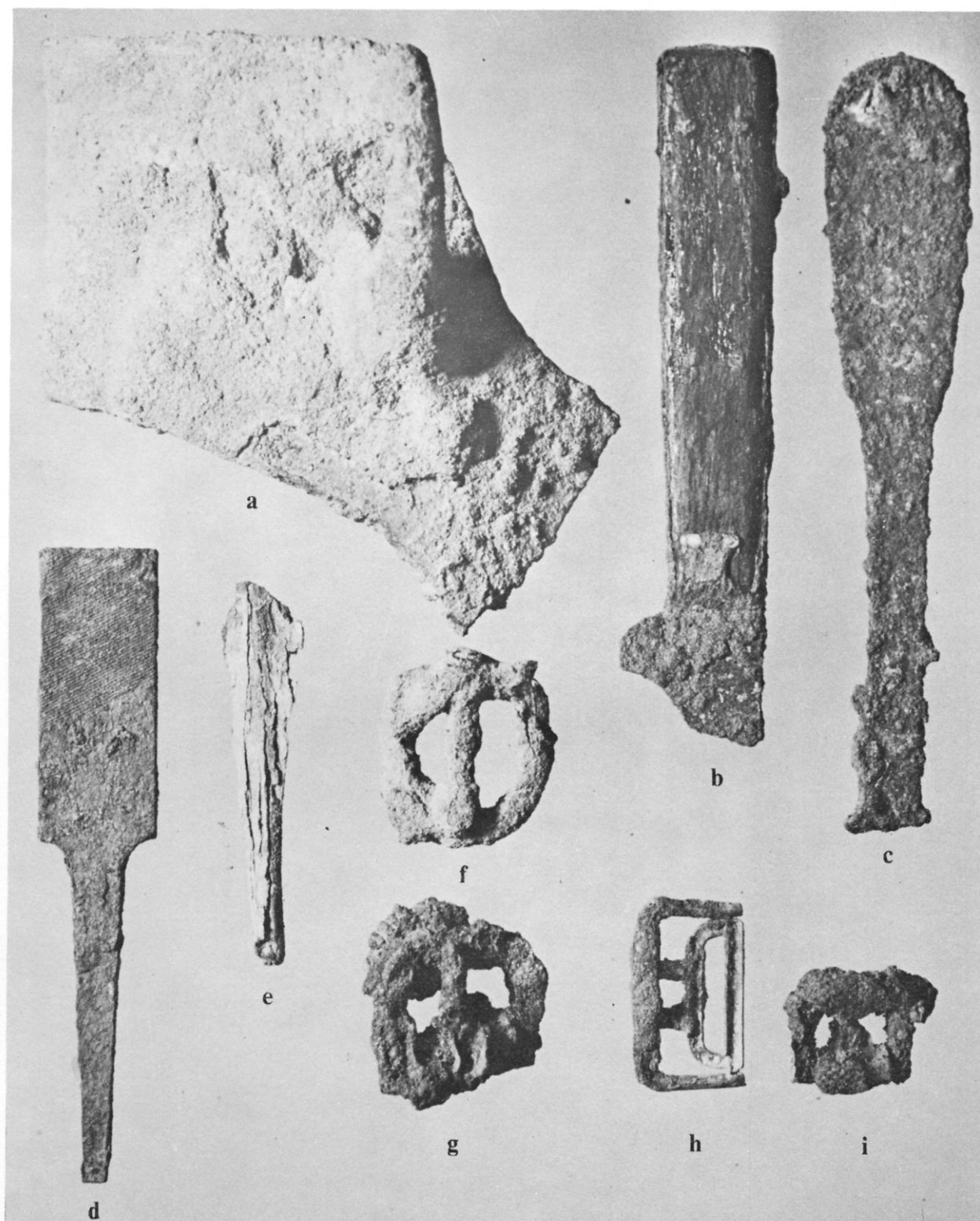


Figure 23. Iron pot rim (a), knife handle (b), spoon handles (c,e), file (d) and accoutrement buckles (f-i). All actual size.

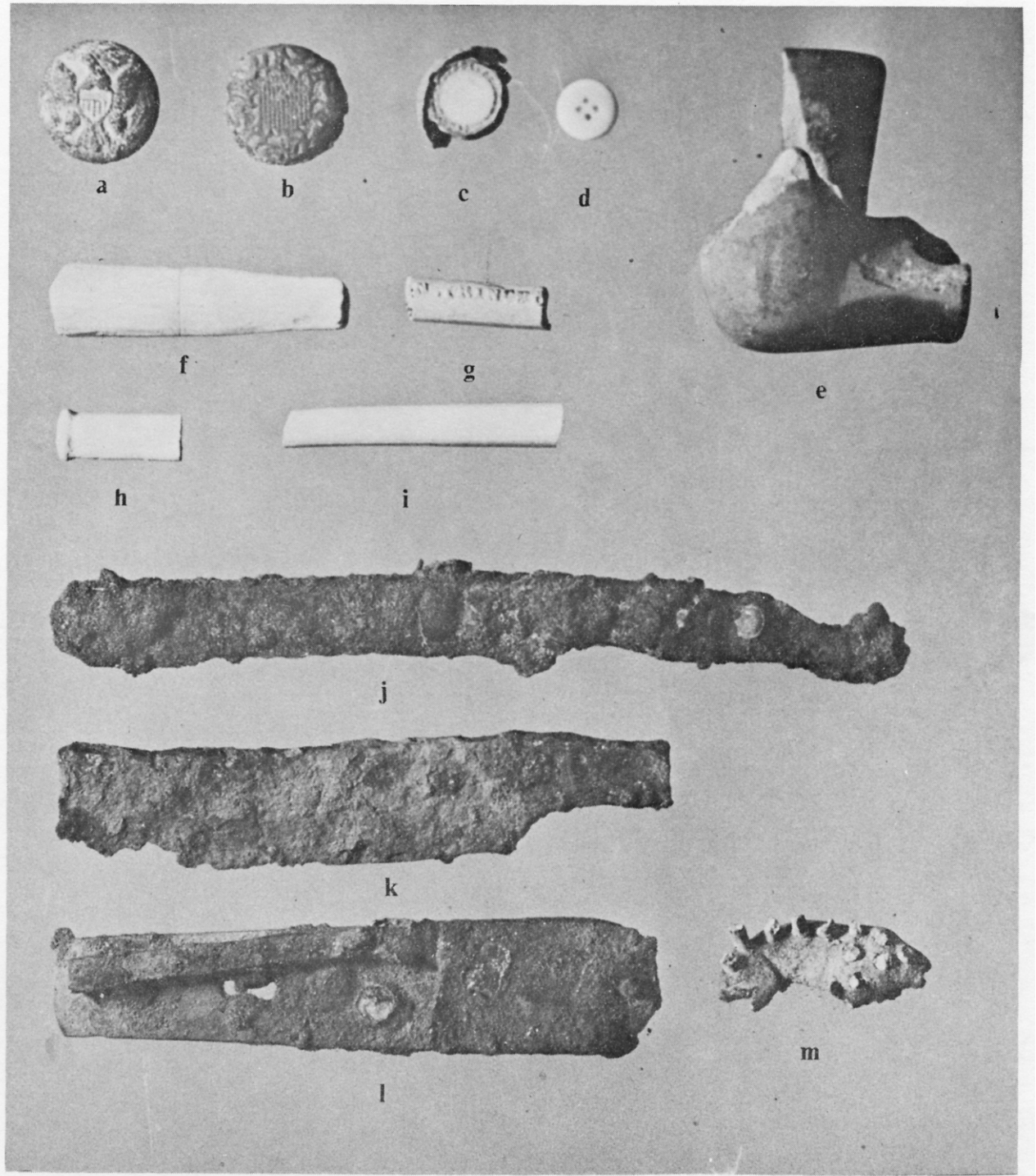


Figure 24. Buttons (a-d), pipe bowl and stem fragments (e-i), razors (j-k), pocket knife (l), and shoe sole (m). All actual size.

Spoons. Two spoon handles occur in the collection; one (Figure 23c) is iron and is similar to standard military issue mess spoons; the other (Figure 23e) is cast metal, probably pewter, shows the effects of intense heat, and appears to have been civilian tableware.

Personal Equipment

Pocket knife. The folding blades and handle exteriors are missing from the iron body of the knife shown in Figure 24l.

Razors. Two blades of straight razors were recovered: One (Figure 24j) has a brass rivet which secured the handle; the other has a broader blade (Figure 24b) and the tang broken away.

Shoe sole. The worn nails are still in position in the fragment of leather shoe sole (toe?) shown in Figure 24m.

Stencil. A broken copper clothing stencil (Figure 21a) of a type used by Civil War troops (Lord 1965:261) was found folded with a fragment of newspaper (Figure 21b) in the folds. Only the first initial, "W", and the final letter "L" of the name is preserved. Apparently no military affiliation legend ever existed on this specimen.

Miscellaneous

File. The base fragment and tang of a mill bastard (probably 10" long) file (Figure 23d) was recovered.

Barrel hoops. Six heavily rusted fragments of metal bands appear to have been barrel hoops.

Nails. 269 nails, all extremely rusted, many bent, came from the features. Their condition did not permit accurate typing.

Metal fragments. 148 rusted and broken fragments of iron were impossible to identify. Some appear to have been from metal cans; others may have been barrel hoops. Five lumps of melted lead and a small sheet of lead probably relate to production of bullets and balls.

Other hardware. One screw, an eyebolt and part of a door lock hasp with four bent nails still in the holes were recovered.

Bone and Shell

A majority of the animal bone specimens were reclaimed in the features although a few were picked up on the stripped subsoil surface. The 154 pieces

are nearly equally distributed between domestic cattle and pig. They represent whole bones as well as broken and split fragments, and all indicate only gross butchering, not the smaller, standard meat cuts.

Fourteen oyster shells indicate some availability of these shellfish to the camp inhabitants.

The shells of two chicken eggs were found in Feature Y14. The shells appear to have been intact prior to breakage from pressure by our machine stripping, indicating that they were never eaten.

Site Interpretation

The Civil War camp at 31CV25A is defined by the distribution of surface material and features as an area extending approximately 650 feet (190 meters) north from the old Beaufort Road and having a width of 450 feet (142 meters). This distribution concentrates on the southern slopes and crest of the Kenansville loamy sand, dwindling rapidly in frequency to the northwest and northeast. The southern section of the slope and site has been graded and disturbed by modern construction. The site area is sufficient in size to have accommodated a regiment of troops housed in Sibley or other types of tents in a temporary camp. The negative evidence of chimneys, semi-permanent cooking facilities, building foundations and other features expected in a long-term encampment confirms the temporary nature of this facility. The context of features classified as campfire hearths in the site indicates pits, sometimes with a possible brick lining, dug and used for a relatively short period of time. All other features were refuse pits.

Occupants of the Camp

The various regiments of Parke's brigade occupied abandoned Confederate camps on the north side of the Beaufort Road between the Atlantic and North Carolina railroad and the Trent River bridge. Just how long a Confederate regiment had occupied the camp is unknown; General Branch assumed command of the forces at New Bern six weeks prior to the battle on March 14, 1862 (Secretary of War 1883:241), and presumably the troops were all located prior to that. General Parke's report of troop disposition after the battle states:

".... I left the railroad at the county road crossing, and continued up the county road (Beaufort Road), to secure, if possible, that bridge over the Trent. Before reaching the bridge I received an order to halt the brigade and select ground for a bivouac. In our immediate vicinity I found three encampments just abandoned by the enemy. They attempted to burn their tents, quarters and stores, but owing to their hasty retreat they only partially succeeded. The fire was soon checked, and I secured good quarters, tents and shelter for the entire brigade." (Secretary of War 1883:235).

On the 1864 map of the area (Figure 11), the entire stretch along Beaufort Road between the railroad and the junction of what is now Howell Road is shown as wooded. From that point west to the Trent River was open fields and the logical placement of camps. Since the brigade was halted before reaching the bridge, the encampments they occupied were along the Beaufort Road between present-day Howell Road and the old road paralleling the east bank of the River (Figure 11). The undulating ridges of sandy soil north of the road were the obvious spots; the easternmost of these occurs at 31CV25A, the next at 31CV25B, and another was formerly located west of Williams Road prior to extensive sand borrowing in that area.

As pieced together from the reports of the regimental commanders, the brigade's order of march into the area was led by the 8th Connecticut followed by the 11th Connecticut and 5th Rhode Island, while the 4th Rhode Island regiment brought up the rear. In their reports, the regimental commanders described their locations (Secretary of War 1883:236-240):

8th Connecticut; "... occupied barracks on the right bank of the Trent".

11th Connecticut; "...assigned quarters in the old Rebel cavalry quarters (19th North Carolina Cavalry?) on the right (east) of the Connecticut Eighth".

5th Rhode Island; "... received orders to halt and take possession of a Rebel camp off to the right (north) from the road which had been occupied by the Rebel artillery." (Latham's Battery or Brem's Battery).

4th Rhode Island; "...ordered...to take possession of a deserted camp by the road, lately occupied by Colonel Lee's regiment (37th North Carolina Infantry). This I proceeded to do, and took possession of the camp, stores, etc., where my regiment has since remained."

If the logic of topographic and environmental possibilities north of Beaufort Road and encampment of Parke's brigade in order of march is acceptable, then occupation of the camp at 31CV25A, the easternmost ridge, can be assigned to the 37th North Carolina prior to the battle and the 4th Rhode Island afterward. That the latter regiment and the 5th Rhode Island were adjacent to each other is confirmed in a letter quoted in the history of the 5th Rhode Island regiment, which says: "We took two camps in which the fires were still burning and the bread left in the mixing troughs. The Fourth (Rhode Island) was stationed in one, the Fifth (Rhode Island) in the other" (Burlingame 1892:37). From this description, the camp of the 5th Rhode Island was probably on the ridge at 31CV25B adjacent to present Williams Road. This was named Camp Pierce, the only name of any of these Federal camps recorded, in honor of a Lieutenant killed in the battle (Burlingame 1892:47).

The military and soldiers' personal artifacts in the collection do not permit specific assignment to regiment, and in most cases not to Federal or Confederate Army. The .58 calibre Minie balls, Enfield barrel band, socket bayonet, Gaylord bayonet scabbard tip, and accoutrement buckles could have belonged to either army, since all were in use by both. At least some of the Federal regiments were equipped with saber bayonets (Burlingame 1892: 47), but the records are not specific for others. The .69 musket ball may have been Confederate, indicative of the varying weapons available at the time. The two brass U. S. Army enlisted mens' buttons are standard issue without regimental indicators, but the iron buttons may have belonged to a less standardly clothed Confederate. Both armies used the same types of copper or brass clothing stencils, pocket knives, razors, pipes, mess gear and other personal items and these could have been abandoned by the Confederates or lost by the Federals.

The Aftermath of Battle

The four regiments of Parke's brigade remained in their camps until March 19, five days after the battle, at which time most of them were ordered to move on Morehead and Beaufort and effect the capture of Fort Macon (Secretary of War 1883:281). There is no direct evidence at 31CV25A that the camp was ever again occupied, but its occupants along with other regiments from Parke's and Reno's brigades wreaked havoc in the area during those five days and beyond.

Seventeen of the 40 features excavated contained sherds and complete specimens of ceramics, glass vessels such as goblets and bowls, and some spirits and other bottles which would not normally be found in military mess gear or sutler's supplies for either army. Besides these items, the extremely high frequency of nails (many bent), barrel hoops, hasps from doors, and bricks is also not normal for a military camp. These artifacts are directly attributable to a period of pillaging, desecration and foraging by the Federal troops after the battle. In the immediate vicinity of the camps along Beaufort Road and those of Reno's brigade near the Trent bridge were Clermont and other houses which had been abandoned by their owners at the close of the battle. As the mistress of Clermont described it:

"The capture of New Bern was sudden at the end. Fighting was on the Beaufort Road and our soldiers were in that direction. Word was received to prepare extra food as our soldiers would be tired and hungry. So there were very few homes in which dinners were not being cooked. Just at dinner time, however, the tide turned, and the town was flooded with Yankee soldiers ready to eat all the good things prepared for our men. Many of the people were so frightened they ran out of their houses and left the doors wide open..." (Bryan 1921:26).

The produce from Clermont that year included 1000 barrels of corn, besides peas, potatoes and 300 bales of cotton (Bryan 1921:17) and "... a year's provisions in the smokehouse, in the pantry all sorts of jellies, pickles, catsups, cordials and so on, and we panic-stricken, running away with a few trunks of hastily packed clothing" (Bryan n.d.:25). When the Bryan family returned to Clermont after the war they found

"... our beautiful and valued farm an abandoned plantation, even the cedar trees that divided the fields had been cut down, the nice comfortable negro cabins dismantled, as also the barns and outhouses, the old Colonial brick dwelling.... was razed to the ground. Horses, cattle, sheep, of course, gone, and an apple orchard of choice apples destroyed" (Bryan n.d.:25).

At least one other house is known to have suffered the fate of Clermont; site 31CV24 at the southern end of the plantation on Brices Creek (Figure 1) had been in existence since Colonial times and its artifact collection indicates an abrupt end around the 1860's. A second house site, 31CV29 northeast of the camp (Figure 1), similarly occupied during the late 18th and first half of the 19th century, may have suffered the same fate. It was from Clermont, the houses at 31CV24 and 31CV29 and others in the locality that the lead glazed slipware, creamware, porcelain, pearlware, and hard white ware ceramic pieces were obtained. Hard white ware in the collection from 31CV25A constitutes approximately 50 percent of the total ceramic sample, an expectable replacement level over the older types, particularly pearlware, which began to decline in popularity after 1805.

At least some of the Class V cathedral bottles containing pickles, preserves and other foods, and more expensive wines, cordials and brandies (Class III bottles) derive from the pantries and cellars of the houses. Many of the crudely butchered cattle and pig bones are certainly from the foraging activities during the first days of occupation, and oysters were immediately available from local vendors (Drake 1889:66).

The bricks associated with hearths and ubiquitous nails from burned boards confirm the destruction of buildings for firewood and temporary constructions. This activity continued for some time, however, as reported by a soldier of the 51st Massachusetts regiment which arrived in New Bern on November 30, 1862.

He said "... today we tore down an old rail fence, two or three days ago we tore down an old house for boards to make a floor with" (Prince 1886:38).

They were still living in tents near Fort Gaston while Foster Barracks was being completed.

The features at 31CV25A divide nearly equally between those possibly attributable to the pre-battle Confederate camp with only personal and military artifacts, and the post-battle Federal camp with evidence of civilian goods and structural materials gleaned from pillage and destruction of the houses.

The Behavior of War

The destruction of houses and removal of their content by the conquering army is an excellent example of the time-worn statement, "to the victor go the

spoils". While it may be observed by the losing side as a depraved act, to the participants it is not so considered. The anthropological study of war-time behavior is certainly not well developed, but at least one study by Wallace (1968:178) opines that belonging to an army during a war is essentially structured to remove personal guilt for wartime actions. After a long march and intense battle, the surviving Federal troops were probably most relieved to be alive, and to be able to relax from the psychological horror of facing death. To them the abandoned houses and their contents were simply objects won which offered more comfort than the troops then possessed; with no inhabitants to face, thus no personal identification, they were material "spoils of war". Those acts that exceeded the limits of even war time behavior were dealt with accordingly. One such instance, described by a member of the 21st Massachusetts Regiment quartered near Clermont, is illustrative:

"A private in the 11th Connecticut Regiment, so drunk that he could hardly walk, even with the aid of a negro who accompanied him, carrying an ancient copper coffin, was arrested by our guard as he passed our camp. The coffin bore the name of Richard D. Speight, a distinguished Revolutionary patriot, and governor of North Carolina from 1792 to 1795. Its contents, fortunately, had not been disturbed, and it was at once restored to the dilapidated family tomb of the Speights, from which it had just been taken, close by our camp" (Walcott 1882:83).

The Speight tomb at Clermont, unlike the original house, still stands (Taylor 1974:103).

Eight months after the battle, guilt and responsibility were noticeable in the newly arriving troops; a member of the 51st Massachusetts Regiment, writing home after a visit to Clermont, described the already legendary destruction of the house and opening of the Speight tomb, but hastened to add after explaining that soldiers had done it, "... not soldiers who are here now for it was done some time ago" (Pierce 1886:41).

SUMMARY

The Civil War military camp in Section A of site 31CV25 occupied an area measuring approximately 650 by 450 feet (190 by 142 meters) with its long axis extending from the old Beaufort Road up onto the crest of the Kenansville loamy sand ridge.

Evidence of the camp included surface material (both original surface and exposed subsoil surface after grading) and features distributed within the area defined above. Forty features with pure content derived from Civil War camp activities were excavated and analyzed. The features were classified into either of two types, campfire hearths or refuse pits, depending on their context and content. Nine features were included in the former category and the remainder in the latter. Approximately 80 percent of the features had been

disturbed by relic collectors, thereby negating context if not wholly removing content.

The geographic and topographic situation of 31CV25A with respect to the old Beaufort Road, and environmental conditions existing in 1862, indicate that this was the first cleared high ground as one moved westward from the Atlantic and North Carolina railroad. Along this route, General Parke's brigade marched and was ordered to stop and make camp in a series of abandoned Confederate encampments on the north side of Beaufort Road. A study of the marching order of the four regiments in Parke's brigade and each regimental commander's description of where he camped indicates that the last regiment in line, the 4th Rhode Island Infantry, probably occupied 31CV25A. The record also notes that particular camp had been previously occupied by the 37th North Carolina Infantry of the Confederate forces, who had abandoned the camp in haste, leaving tents, stores, baggage and personal gear.

None of the features or other observations on the site indicate permanent or long-term encampment, and the records state that Parke's brigade stayed along the Beaufort Road only five days before being sent to take Beaufort and Fort Macon. Contents of the features include ammunition, weaponry, accoutrements, mess gear, uniform accessories and soldier's personal gear in the form of pipes, razors, knives and stencils, some assignable to Federal troops, others by hypothesis to Confederates. No artifacts which confirmed specific regiments of either army were recovered.

Also found in the features and surface collection were ceramics dating from the Colonial period to the 1860's, along with numbers of spirits, food, and other bottles, and more elaborate glass items such as goblets and bowls. While some of the bottles no doubt derive from legitimate Confederate purchases, the majority probably came from looting activities on the part of Federal troops, as do the ceramics and other items in the site. Federal troop activities immediately after the battle of New Bern included the destruction of the Clermont plantation house and appurtenant structures as well as other houses (31CV24, 31CV29) in the locality, all of which had been abandoned by their inhabitants after the Confederate defeat. It was from these houses, their pantries, kitchens, smokehouses, herds and stores that the dishes, bottles of cordials, wine, ale, whiskey, and brandy, pickles, preserves and other foodstuffs were collected and deposited in the 31CV25A camp and no doubt others. From destruction of the houses and other structures came boards to burn in the fires and bricks to line the campfire hearths.

The stripping and destruction of houses by the Federal troops is seen as guiltless wartime behavior after the stress of battle, and would probably not have occurred if the inhabitants of the houses had not fled with the Confederates. Federal troops reporting to New Bern in the months after the battle were quick to say they were not the ones who had destroyed so much. It may be noted, however, that they continued to dismantle houses and other structures to obtain boards and bricks for construction.

The study of the troop camp at 31CV25A is an interesting vignette of Civil War activities, artifacts, and behavior. It is unfortunate that much of the context of the camp had been previously destroyed by relic hunters; it is even more disturbing that this was done on public property, thereby robbing the citizens of New Bern, the State and the Nation of part of their heritage.

RECOMMENDATIONS

The sample of the Civil War camp at 31CV25A described above is considered adequate, given the factors of (1) possible grave disturbance in a search for more, and (2) the potentially low yield of further intact features because of rampant disturbance by collectors. No further research on the Civil War camp is required, but the following should be noted:

1. While grave removal is in progress, artifacts relating to the Civil War camp should be reclaimed by the Consulting Archaeologist as they are observed. This does not mean further excavation, but simple reclamation if such items should occur.
2. The Airport Authority, City of New Bern, and Craven County should take precautions to preserve the cultural resources on their various properties.

APPENDIX A

INTRUSIONS INTO GRAVES OF THE BRYAN CEMETERY

Intrusive pits, holes and features into 25 of the 522 graves were obvious enough to plot with accuracy and understand the sequence of intrusion. These instances of intrusion are listed below. Other situations were less clear, and in at least two large disturbed areas so much excavation had occurred that the outlines of graves, original features and other pits were impossible to separate. Such areas were simply recorded as pits of unknown origin although their final condition probably resulted from relic hunters' activities since considerable fresh fill dirt mixture was observed.

Six cases of graves intrusive into previous graves were recorded, all indicative of lack of markers on the original graves. Four obvious intrusions of relic hunters' holes into graves and two known situations of World War II Camp Mitchell intrusions were observed.

The remaining thirteen cases involved pits which could not be definitely assigned to either Camp Mitchell use or the relic hunters, although some intrusions may be the result of both.

<u>Grave No.</u>	<u>Trench</u>	<u>Intrusive Units</u>
H4	H	Relic hunters' pit
H5	H	Feature H2; relic hunters' pit
K1A	K	Camp Mitchell structure J1/L1
K50A	K	Relic hunters' pit
L15A	L	Grave L16A
L41C	L	Graves L15A, L16A
L47C	L	Pipeline trench for Camp Mitchell septic tank J2
M1A	M	Feature M1
M5B	M	Feature M2
M6B	M	Feature M2
M17B	M	Two graves intrusive into each other
M21B	M	Grave M22B
N24B	N	Feature N1
N27B	N	Feature N2
N39C	N	Feature N8
O36C	O	Feature O3
O39C	O	Feature O5
P36C	P	Relic hunters' trench
Q2A	Q	Feature Q1
R42D	R	Feature R3
S33E	S	Feature S14
S40E	S	Feature S15
T3B	T	Feature T4
U20B	U	Grave U24C
W18C	W	Grave W24D
<hr/> Total: 25		

APPENDIX B

LIST OF CAMP MITCHELL FEATURES

The United States Marine Corps facility, Camp Mitchell, constructed at 31CV25A in 1941, and responsible for removal of the cemetery grave markers, left a number of features and trenches as well as surface evidence.

Surface material included the concrete sidewalk fragment with graffiti and the Marine Corps emblem (Figure 9d), a standing Liberty quarter, two chrome plated cigarette lighters, porcelain electric insulators (of the type nailed to poles), a toothbrush handle, metal shaving cream tube, iron plates from a stove, milk bottle neck, Clapp's baby food jar, shoe polish bottle, nails, and slag.

The features assignable to this component are listed below. They do not include the waterline trenches on the western side of the site which were not assigned numbers.

<u>Feature No.</u>	<u>Trench</u>	<u>Function</u>
E1	E	Unknown; mixed fill
I1	I	Septic tank
L1	L	Structure foundation
L3	L	Septic tank line
J1	J	Structure foundation
J2	J	Septic tank
U1	U	Unknown
X7	X	Buried 55 gallon drum
Y11	Y	Unknown
Z1	Z	Refuse pit

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