



Moderately



Moderately



RECALL

The North Carolina Military Historical Society



VOLUME XV

SPRING 2009

ISSUE 1

Survivor of Cassino, Anzio, & Sunny Italy *18-year-old Tom Dennis felt he led a charmed life*

BY CARLTON HARRELL

Eighteen-year-old Tom Dennis started on the road to sunny Italy with a bus trip, courtesy of Uncle Sam, in 1943. He left Faye, his recent bride, to take a bus ride from Durham to begin a journey that led to daily brushes with death in Italy.

Drafted into America's fast-expanding Army, Dennis recalled: "I went by bus from Durham to Fort Bragg, and went by train from Fort Bragg to Camp Walters, Texas. That was in February 1943. I took thirteen weeks basic training at Camp Walters, and went straight to the Hampton Roads Port of Embarkation in Virginia. I went on a troop ship to North Africa and joined the 34th Infantry Division in Tunisia. They had just finished chasing German Field Marshal Rommel out and joined Allied units in capturing some 275,000 troops of his Afrika Korps and the Italian army.

"I was assigned to the division, which initially was an Iowa National Guard unit, as a replacement to Company F in the 168th Regiment, 34th Infantry. It was after the company had fought in Kasserine Pass in North Africa. When the Germans went through Kasserine Pass, they just wiped out or captured about half the original company along with many other American soldiers. I joined them as soon as that battle was over.

"Funny thing, though, that desert air in North Africa, you burn up in the daytime and freeze at night. We stayed in pup tents. You had a blanket, of course, but you would stay cold. In the daytime, you'd run around in a T-shirt in areas where we weren't in combat.

"The division, after a stay at Sidi Bel Abbes, went to the Invasion Training Center near Oran to practice amphibious landings and beach invasions in the Mediterranean. We were in a staging area getting ready to go to Italy. That Mediterranean was the prettiest water I'd ever seen, it was sky blue and just as clear as tap water. Beautiful country through there. We enjoyed doing that amphibious stuff. When we got through, we'd just jump in and swim. We'd always come back through the portable showers for a shower and put on dry clothes."

Pleasant landings soon ended. Dennis' unit, part of the U.S.

Fifth Army, landed at Salerno 9 September 1943, the day the Italian government surrendered to the Allies. For the foot soldiers of the infantry divisions it was the start of combat against the German army through Italy, always with "one more mountain to climb, one more river to cross."

Dennis said, "We went into Salerno beachhead, which is close to the toe of Italy. Another unit landed to the right of us on

D-day. We went a couple of hours later, but our beach had not been secured either. It was the first time I'd seen combat. One of the men in the outfit had a military watch and it was glowing. I told him, 'Pull your sleeve down.' Of course, we might have been a hundred miles from the enemy, but the only thing I could see was that watch with the florescent dial."

Dennis, along with his F Company comrades, moved inland to the vicinity of Caserta to prepare for their first river crossing in mid-October, the raging waters of the 300-foot-wide Volturno now swollen by rains. "Crossing that Volturno River the first time, we

had to get a rope across to tie it to a tree. I don't know how that first group got the rope across. When we got there, that Volturno was just rushing, and we had full field packs, everything. We had to go across pulling that rope by hand. Of course, our bodies were in [the water]. We got across, I was a smoker then, I had a carton of cigarettes but every one of them got wet."

To capture the battalion's first objective in Italy, the riflemen moved in single file at night to the ford. Strong currents pulled the rope down stream—a fortunate occurrence, for the men missed a heavily mined spot on the German side of the ford. In the darkness the soldiers moved through the German defensive positions and got behind them to capture Caiazzo the next day. "We had five river crossings while I was with Company F, and the Germans were on the other side, waiting for us to land. We did them mostly at night and dug in as soon as we got across."

Dennis and his buddies of the 34th Division soon found the Volturno too familiar. The river runs south before it makes a sharp turn toward the west. "We did them mostly at night and dug in as soon as we got across. We crossed the Volturno River three



Sergeant Tom Dennis

times, and the Rapido River one time, and the Arno River one time to keep pushing the Germans northward. So we were river crossers,” Dennis said.

“I won the Silver Star in Dragoni, Italy. We were going along a river bed with Germans on one side, and one of our guys was out there trying to repair a communications line. He got hit so I went out and finished repairing the communications line and helped him back. We got back into the ditch. One of the commanders saw the action and wrote me up. Lieutenant General Mark Clark, U.S. Fifth Army commander, pinned the Silver Star on me.

“After we pulled back, the company commander asked me if I wanted a battlefield commission as a second lieutenant. I said, ‘No, thank you.’ I had seen five or six second lieutenants come up, and they were gone within a week. They either went somewhere else or got wounded and went back. I decided I’d rather stay where I was. The odd thing was I was never a PFC, I never was a corporal. I made platoon sergeant of the headquarters platoon, my first brevet promotion.

“Southern Italy was nice, they had orange trees, lemon trees. So it was nice in southern Italy but the further north you went up the more weather you had, cold weather, rain, and snow.

“I was mighty fortunate, I really think I led a charmed life. There was one spot where people on both sides of me got killed. We spent some time out on that mountain when we were at Cassino. I was sitting in a foxhole and the first sergeant was sitting in a foxhole right next to me—some 6-8 feet away. We had just cleaned out a little space in the rocks and dug a little hole where we could get down in it. A mortar shell came in and hit the guy on my left and opened his stomach up just like you had made an incision across there. He was holding his stomach in as they carried him to the aid station. The first sergeant was sitting up in his hole when it hit. I looked over and he was laying flat on his back. I thought he had shock or something. We couldn’t find any damage, any wounds or anything. Finally, we saw where a pin-like piece of shrapnel had gone up behind his ear. He was dead, just like that.

“Once I was moving up a steep slope while we were under fire from Germans on higher ground, following a trail along a ledge that provided some shelter from the enemy riflemen. But as I passed a dip in the rocky wall, a German sniper fired a shot that caught the top left corner of my backpack. The bullet’s impact spun me around and off the ledge onto the rocks below. I ended up in a field hospital and then to the 23rd General Hospital in Naples. When a nurse offered me a Purple Heart, but that was the medal that no soldier wanted, I turned it down. After several days of recovering from the fall, I returned to the company.

“I guess I just lived a charmed life while I was over there. Survived all that.

“On Mount Pantano we had an artillery barrage coming in on us and it hit two or three guys close to me there. We were on the back slope of the mountain and the artillery was coming in over us. I saw a big rock and figured now if I’m behind that rock and it hits up here, it’s going to protect me. If it goes over that rock, it’s going way down the mountain before it hits the ground so that’s where I want to be.

“Our S-3, a major, lost three fingers there. He had on winter gloves and he just took something and cut those three fingers off that glove and kept right on going. He was a blood-and-guts type of guy. I can’t remember his name. We had so many of them, you know, over a couple of years, they were just in and out.”

On 19 October, the 2nd Battalion finally occupied its objective, the town of Dragoni, after a bitter struggle with its German occupiers. That night, the troops made their second crossing of the Volturno. For the next ten days and nights, the mud, the cold, and the attacking of one village after another seemingly meshed endlessly as the Germans made a stubborn, skillful withdrawal.

Finally, the battalion on 31 October moved into possession of the hill town of Capriati overlooking the Volturno. On the night of 3-4 November, the battalion made its third crossing with the troops wading the rather shallow river there at midnight. There was little enemy firing, yet the unit took more than 300 casualties, losing three company commanders. The casualties were from “S” mines, “bouncing bettys,” which popped up a few feet off the ground to explode. The hill was filled with well-camouflaged machine gun positions and individual firing positions cut into the side of the rock. Railroad ties covered with earth and foliage provided overhead cover.

By 15 November all units of the 34th Division were up against the Germans’ “Winter Line” with its 40,000 mines forward of the line and another 30,000 on its immediate approaches. As winter engulfed the troops, they were ill-fitted for the constant rain, mud, wind, and cold. Trench foot took its toll, inflicted mainly by atrocious weather conditions which also caused frostbite, flu, and pneumonia.

The 34th Division resumed the offensive on 29 November to grab a foothold on the top of what became known to the unit as Bloody Monte Pantano. The 3,000-foot mountain was bare rock. It was impossible to dig in. In the battle to advance slightly more than a mile, the 168th Regiment suffered more than 800 casualties. The carnage was appalling, and the wounded, lying in the open area for hours, had to wait for aid. Darkness permitted medical aid men to evacuate them in a process involving several hours of difficult and dangerous climbing while snow fell.

“While on Monte Pantano we had snow that covered the tents. I had two shelter halves, you could pick up packs on the battlefield, but I still got frostbite,” Dennis remembered. “I kept a pair of socks in the web of my helmet liner so I’d always have dry socks, even on river crossings.

“It rained for about a month, the ground turned to deep mud. On each step, my boots would sink into the mud. I remember seeing those guys trying to get up the mountain with those trucks. All the wheels they had were just standing there turning and they wouldn’t move. They’d have to pull them up by the wench, get to another place and pull it up again. Finally they’d get up close enough towards the top of the mountain the water had run off and it wasn’t quite so bad so they could get over and go down. But that was a mess.

“We stayed in the mud. We had snow and we had rain. Even when we got back in the rest area, they set up a kitchen tent. We’d go to the kitchen and we were in mud that was across the top of the foot part of our boots, not up in the top. We were in the mud



Sergeant Major Tom Dennis

that thick all the time. I don't ever remember being anywhere it was that wet that long. It must have been a good month; it just rained every day. Every where you went was soggy and mud."

Trench foot inflicted heavy losses during the winter combat. Many men never took off their boots for days. Sores erupted, and gangrene set in. Boots were cut off to treat the damaged feet, sometimes so damaged the feet were lost. Mud, slime, freezing weather were always there. Vehicles sank to their hubcaps in goeey mud.

After a two-day battle with the Germans for the town of Cervaro, the 168th's 2d Battalion, including Company F, received a Distinguished Unit Citation from the War Department. The 34th Division moved onto Mount Trocchio on 15 January and set up observation posts overlooking the Rapido River and Cassino—the Gustav Line.

"We went to Cassino, a town of some 40,000, and held Cassino," Dennis recalled. "I was on the forward slope of the mountain when they bombed the abbey at Monte Cassino [15 February 1944]. I could see the planes coming over, and so I hit the hole, and we watched the bombings. The Germans, they had a tunnel going in, were using that for an observation tower. The next day we were replaced by the English 8th Army, I believe. The ones that relieved us were Sikhs, who preferred knives. This large soldier came up to where I was in my foxhole and said, 'Your hole, I have.' I said, 'Sure,' got out and let him have it. The day after we were relieved—relieved, ha!—we went back to Naples to go to Anzio beach.

"I know you have heard about the blunder Major General John Lucas, commander of the American VI Corps, made at Anzio. When we hit Anzio, if we had gone straight on through, we would have been undeterred, almost to Rome before we would have run into Germans. We landed, and there were no Germans anywhere.

"The general decided he was going set up, relocate, refurbish ammunition—all that stuff—we hadn't fired a shot. We were all fresh troops, because we had rested while we were at Naples getting ready to ship up there. We had all the ammunition we needed, fresh equipment—just got pinned down for nothing. The Germans just surrounded us. They were sitting right up on the mountains and we were down on the beachfront.

"We stayed there months until the Fifth Army came up. When they got up towards Rome, the Germans pulled back and that relieved us. While we were pinned down, it was like the Germans said, 'It was the biggest prison camp they had—we couldn't go out, and we couldn't go back up.

"Germans had what we called the 'Anzio Annie,' a cannon with its 280mm shells." Each shell weighed 564 pounds with a maximum range of 38.6 miles. "They had delayed-action, armored-piercing, and point-detonation shells. They'd keep the gun in a railroad underpass where it had been cut through the mountain, and would run it out to fire. When they were not using it, they would run it back into the railroad tunnel. They would run it out and shoot all over Anzio beachhead.

"At Anzio, Benito Mussolini, Italy's dictator, was going to build a canal all the way across Italy so ships wouldn't have to go all the way around the boot. He stopped work on it before he was thrown out of office in 1943. If we didn't get in that canal in the daytime, they could see us from where they were.

"We received plenty of artillery, day and night. Mostly at

night, because they knew we were out of that ditch. Unless one of the shells landed right in that ditch, it couldn't hurt you, the ditch was twenty feet deep. We dug into the sides. The company commander and I had a hole and we played cribbage all day, couldn't do anything else.

"Captain Dave Cocker, the first sergeant, and I had a little old farm house blacked out and were using it for our company headquarters. It had concrete floors and the walls were all concrete, rock, and stucco. We could only stay in it at night and had meetings there. I'm sure they knew we were using it, because it was their main target. In the daytime we'd go back down and stay in that canal where we were below the surface of the land where they were trying to bomb the bridge.

"They finally hit the house one night while we were in it. The Germans had dug a hole in one of the concrete floors. I think they used it for the same thing we did, we put the radio in it. The radio operator and I were sitting in that hole and the company commander, first sergeant, and weapons platoon sergeant were sitting up at a table. A 280mm shell, delayed action, came in and was rolling on the floor. The radio operator and I saw it—they did, too, and jumped, but that wasn't enough. The radio operator and I just fell down in the hole, and the shell blew the side walls out of that room. Those shells would demolish about anything.

"Everybody in the room got killed but the radio operator and me. I had a pistol on my hip, I was on my side, and a piece of shrapnel came between the pistol and my hip. It left a gap on the pistol. I didn't get a scratch. I had a lot of close calls, but never got hit, just lucky."

Contained in the beachhead during a bitter struggle with the German forces for four months, American troops suffered some 30,000 casualties—4,400 killed, 18,000 wounded, 6,800 captured, and 1,200 evacuated due to illness.

"Anyway, we got through that. We were at Anzio when the American Fifth Army broke through and came up towards Rome. We joined the rest of the Fifth Army and went all the way up through Italy."

On 4 June, the 168th Regiment led the 34th Division into Rome, their paths crowded by civilians—girls and men handing them flowers and wine, a precursor of the reception given American troops arriving in Paris two months later.

"After Rome, we went through the city of Civitavecchia. I was with the 34th all the way up past Rome and Florence. We got up to the area of Leghorn, I believe, when they had a 'reversal of troops.' In other words, a sergeant, Hank Schino, replaced me and I went back to his job with the Port of Embarkation in Naples for about six or eight months before I came home. I thanked that sergeant all the way home.

"With the 8th Port of Embarkation I worked for the port surgeon. I had to inspect the port of Naples every morning. I had an Italian driver and we'd go around and look for wharf rats or anything that needed to be cleaned up. I had to make a report on each pier. Then I'd go back and sit in my office until lunch. We lived in a hotel, the Touristico Hotel right on the bay, and I was on the sixth floor. I'd go back to lunch there, and didn't have anything else to do for the rest of the day.

"In the Port of Embarkation we had an NCO club that was in one of the prince's palaces. Gold, ornate pictures all around, big ballroom, had a rec room. We used a punching bag a lot, played ping-pong. We had Glenn Miller's 15th Air Force played for us

every Friday night. His band was at Foggia Air Force Base just 30-40 miles away. [Miller already had been lost in a flight over the English Channel.]

"I can understand the people who lived in the rear echelon all the time and the people who lived in the front line all the time, it's black and white. We had anything we wanted any time back there. It was just luck to be in that position. I had an NCO club, lived in a hotel, had the restaurant, the dining hall right in the hotel. Worked about half a day, Monday through Friday. Now on the front, I worked 24/7, 24/7.

"When I finished with the 8th Port of Embarkation, I went to the replacement depot at the racetrack at Naples. We had the point system, you get so many points for the Silver Star, so many for each month served in combat. The more points you had the quicker you went home. That Silver Star helped me a lot towards getting home, that was twelve points, I think

"So I was sitting in this replacement depot a couple of days and I'd see guys go out with fewer points than me. I asked about it and the commander told me: 'Don't worry about it, sarge, you're going home on a plane and they're getting on a boat.' So I flew home from Italy and landed in Florida. We came up by train from Florida to Fort Bragg where I was discharged."

Dennis and his wife, the former Faye Hicks, were expecting their first child when Dennis went into the Army. Their son, Tommy, was born two months after Dennis sailed for North Africa. "Faye met me at Fort Bragg and Tommy was with her. Faye asked him, 'Who is that?' Tommy said, 'That's my Daddy.' He was almost three years old the first time I saw him.

"But it was quite an ordeal," Dennis recalled in an interview. "That war is the one that everyone chose to support. We lost a lot of good men over there. There were very few original members of F Company still with it when I left. I bet there wasn't, out of the whole company, but 10 or 12 originals in it. Most all were

replacements. The company lost many men in North Africa, about half of them had to be replaced for Italy. At one point at Cassino, one platoon got down to seven men during the seven counterattacks by the Germans. On Pantano, a platoon was cut to fifteen. Several times the company got down to half strength."

The wartime 34th Infantry Division spent 517 days in combat in North Africa and Italy. During combat, the division suffered 3,737 men killed in action, 14,165, wounded, and 3,460 missing in action—casualties totaling more than the number of men initially assigned to it.

Tired of military affairs after his discharge from the Army, Dennis first declined requests from his brothers and friends to join the post-war North Carolina Army National Guard units being formed in Durham.

As the Cold War developed between America and the Soviet Union, Dennis responded to the call. In 1947, he joined the North Carolina National Guard as the 30th Infantry Division was being reorganized. He soon was assigned to the post of regimental sergeant major for the 119th Infantry, and later the 139th Infantry.

When the 130th Signal Battalion was formed in Durham in the spring of 1963, Dennis became that unit's sergeant major. In 1969, after the E-9 rank was added to the Army table of organization, he was promoted to command sergeant major and held that rank until retiring in 1985.

In addition to Silver Star, Bronze Star for Valor, and Combat Infantryman Badge for his combat service in Italy, he received the Distinguished Service Award, Army Commendation Medal, three Oak Leaf Clusters, and 19 ribbons to retire as one of the most decorated soldiers then in North Carolina National Guard. In his post-war civilian career, Dennis served *The Herald-Sun* newspapers in the Circulation Department for 40 years, retiring as transportation distribution manager in 1988.

Thomas W. "Doc" Dennis died in January 2008.

What it takes to earn a Medal of Honor

More than 64 years ago, a member of the U.S. Navy from North Carolina took part in a pre-invasion attack on Iwo Jima. In the terrible battle that ensued with Japanese shore guns, his ship was engulfed by flames and he was severely wounded. The citation accompanying the award of the Medal of Honor to Lt(jg) Rufus Getty Herring is a graphic description of what is required to merit the nation's highest award for valor. — Submitted by Bob Basnight.

HERRING, RUFUS G. Rank and organization: Lieutenant, U.S. Naval Reserve, LCI (G) 449. Place and date: Iwo Jima, 17 February 1945. Entered service at: North Carolina. Born: 11 June 1921, Roseboro, N.C. Citation: For conspicuous gallantry and intrepidity at the risk of his life above and beyond the call of duty as commanding officer of LCI (G) 449 operating as a unit of LCI (G) Group 8, during the preinvasion attack on Iwo Jima on 17 February 1945. Boldly closing the strongly fortified shores under the devastating fire of Japanese coastal defense guns, Lt. (then Lt. (j.g.)) Herring directed shattering barrages of 40mm. and 20mm. gunfire against hostile beaches until struck down by the enemy's savage counterfire which blasted the 449's heavy guns and whipped her decks into sheets of flame. Regaining consciousness despite profuse bleeding he was again critically wounded when a

Japanese mortar crashed the conning station, instantly killing or fatally wounding most of the officers and leaving the ship wallowing without navigational control. Upon recovering the second time, Lt. Herring resolutely climbed down to the pilothouse and, fighting against his rapidly waning strength, took over the helm, established communication with the engine room, and carried on valiantly until relief could be obtained. When no longer able to stand, he propped himself against empty shell cases and rallied his men to the aid of the wounded; he maintained position in the firing line with his 20mm. guns in action in the face of sustained enemy fire, and conned his crippled ship to safety. His unwavering fortitude, aggressive perseverance, and indomitable spirit against terrific odds reflect the highest credit upon Lt. Herring and uphold the highest traditions of the U.S. Naval Service.

Hugh C. Kiger, USMC

By Tom Belton

Hugh C. Kiger was born on 24 September 1918, in the rural North Carolina community of Tobaccolville in Forsyth County. He was one of eight children born to sharecroppers who made a living working land owned by others. Overcoming the poverty of his childhood, Kiger entered North Carolina State and completed a degree in Agricultural Economics in 1941.

He was working on his master's degree at State when the Japanese attacked Pearl Harbor 7 December 1941. Shortly afterwards he volunteered for service in the United States Marine Corps and trained at Quantico, Virginia, to become a Marine officer. After additional training at the Marine base at New River near Jacksonville, North Carolina, Kiger boarded a train for Camp Pendleton in California.

There he joined thousands of other Marines as part of the newly formed Fifth Marine Division which had been activated on 21 January 1944. Although it was considered a new division, the Fifth Marines incorporated many combat veterans from other units. Because of Kiger's education and organizational abilities, he was assigned as an adjutant in the division.

The first elements of the Fifth Marines left California for Camp Tarawa near Hilo, Hawaii, in July 1944, while the final units of the division arrived at Hilo in November 1944. At Camp Tarawa the men intensified their training under physical conditions similar to those in Pacific Islands already seized by Marines.

In December 1944 transport ships began arriving at Hilo and started loading the Marines and their equipment. The final units left Camp Tarawa on 4 January 1945. On 19 February 1945 these men would have a "rendezvous with destiny" on the rugged volcanic island of Iwo Jima.

Iwo Jima was a blood bath for both the Japanese and Americans. Out of the approximately 22,000 Japanese defending the island, only a few hundred survived, while United States Marine Corps dead approached 7,000. As an adjutant Captain, Fred Kiger faced the tedious work of maintaining copies of cor-



respondence and other record-keeping chores. He had brought ashore a wooden cabinet which stood 3'9" tall, 1'5½" wide, and 9" deep which contained his books of Marine Corps regulations, records, and other important documents. The cabinet consisted of two separate compartments with one hinged so the lid could be dropped down and secured as a writing surface. Stenciled in yellow paint on the top compartment were the words HUGH C. KIGER, CAPTAIN USMC, and PROFESSIONAL BOOKS.

As part of his administrative duties Kiger wrote letters of condolence to the families of many of the Marines killed on Iwo. After the war he told his family

he had spent hours hunched over his "field desk" day after day carefully composing personal letters to the families of deceased Marines. To Kiger the desk became a sacred relic honoring those killed at Iwo. Consequently, when released from active service at the end of the war he brought the "field desk" back to his North Carolina home so it could be preserved.

With the return of peace Kiger returned to North Carolina State to pursue graduate studies and was the university's first recipient of a Ph.D. in Agricultural Economics in 1949. From 1949 until 1975 he worked in the Foreign Agricultural Service for the United States Department of Agriculture. Following retirement he maintained his earlier ties with North Carolina State and helped raise over ten million dollars for the College of Agricultural Sciences. In 1995 a Distinguished Scholars Professorship was established there in his name. Kiger also remained a Marine and served in the reserves from 1946 until his retirement as a lieutenant colonel in 1964.

Hugh C. Kiger died on 16 March 1996. Recently his family donated his much-loved "field desk" to the North Carolina Museum of History with the notation it was given not only "in his fond memory, but also in memory of the thousands who perished on Iwo Jima and in other battles of the Pacific during World War II. May their families and descendants be reminded of the great sacrifices made for their sake."

Confederate Naval Roster

They have been largely overlooked by historians because of their small numbers. Of the estimated 125,000 to 140,000 North Carolinians who wore the grey, only a few hundred are thought to have served in the Confederate Naval Service. The Military Collection of the North Carolina Division of Historical Resources is compiling a roster of North Carolinians who served in the Confederate States Navy and Confederate States Marine Corps during the War Between the States. They need your help in identifying these all but forgotten men and boys.

The effort has already uncovered some interesting photographs and information. The Archives now has images of two Confederate sailors who served on the crew of the famous ironclad, *CSS Albemarle*. Moses Stancil of Johnston County served as a "Landsman" after transferring from an army heavy artillery unit, while 12-year-old Benjamin Gray, an African-American volunteer, signed on as a "Powder Boy" to perform the hazardous task of supplying the big guns with powder during battle. Mr. Gray received a Confederate pension from the State of North

Carolina after the war.

Recently, the State Archives received a donation of papers pertaining to two Washington County Confederate Marines, Henry H. and George W. Bowen. The nineteen late war letters are thought to constitute the largest single collection of correspondence from enlisted Confederate Marines in existence.

Once completed, the roster will be made available to researchers as well as staff at the Publications Branch of the Department of Cultural Resources for their use in compiling a future volume of the NORTH CAROLINA TROOPS series.

If you have any information related to the Confederate Naval Service of a North Carolinian, please contact LTC (Ret.) Sion H. Harrington III, Military Collection Archivist, by mail at the NC Division of Historical Resources, 4614 Mail Service Center, Raleigh, NC 27699-4614, by email at sion.harrington@ncdcr.gov, or by telephone at (919) 807-7314.

A LOVE STORY

War Wounds Lead to Matrimony

Compiled by Wayne Campbell

Past President, North Carolina Military Historical Association

CPT Edward Brandt Hipp

2LT Dorothy Duff Hipp

Dorothy's (Dottie) and Edward's (Ed) lives began, respectively, on 7 August 1923, in Maryville, TN, and August 30, 1921, in Charlotte, NC. They would take very different paths to get to the 2,000 bed, Ashford General Hospital in White Sulphur Springs, West Virginia, where they would meet and fall in love during the last half of 1945. You see, Dottie was by then a registered nurse and Ed was one of the 24,148 soldiers treated at this facility during and after World War II. After the war, that hospital reverted back to and is today the much acclaimed Greenbrier Resort Hotel.

Dottie had an older sister, by two years, and they did the normal "growing up" things in their youthful years. Their parents always impressed upon her that you work hard at whatever you choose to do with your life and that you are always honest.

Dottie loved school and, after graduating from high school, she continued her education by completing nursing training at what is now Fort Sanders Regional Medical Center in Knoxville, TN. The hospital had opened in 1919 and included a school of nursing. Upon graduation, she was offered a good paying job to practice nursing as a Second Lieutenant in the United States Army. This was a better offer than any others at that time in her life. And it offered excitement, away from the hills of Eastern Tennessee.

Before she could get on with her military nursing, there would be a little "side trip" to an Army base to teach her the basics of the military. An induction and basic training center for Army nurses had been set up at a small place in Wisconsin called Camp (now Fort) McCoy.

Ed had one sister and two older brothers. Both brothers also would serve in the Second World War. Charles would serve on a bomber and Louie was a paratrooper. Ed was a typical young man growing up in the South in the 1930s. He went to the Presbyterian church on Sundays, and he was also an Eagle Scout and attended the first Boy Scout Jamboree in 1937 in Washington, DC. During his teen years he delivered newspapers and worked in an ice cream plant. He got his first taste of politics and leadership, during his high school days (at what is now Grimsley High School in Greensboro, NC) as he ran for president of the student body and won!

After graduation, it was off to Davidson College for him where he majored in economics along with playing on the football and wrestling teams and served on the Debate Team. Along about that time he competed a couple of years as a Golden Gloves boxer. Ed graduated from Davidson in the spring of 1942.

He began to look around as to what to do with his life but don't you know "Uncle Sam," the Army, was looking for him also! And find him they did! Ed was commissioned a Second

Lieutenant in the U.S. Army upon graduation from Officer Candidate School Class 238-A, at Fort Benning, Georgia, in May 1943.

Even though Dottie and Ed never knew each other for a year or more, events were moving rapidly to bring these two together. Dottie was already working as a nurse on the fifth floor of the hospital at White Sulphur Springs, and Ed was beginning his normal move through various military units. One such unit was the 176th Infantry which was soon disbanded and its men sent to Warminster, England, as a replacement pool for the Normandy Invasion. The infamous German Fieseler Fi103 flying bomb—better known as the "Buzz Bomb"—greeted Ed on his first night in London. He will never forget the sound of the staccato pulsing of the jet engines.

Ed arrived on the European continent 10 days after D-Day. In the meantime, the 28th Infantry Division, a National Guard Division from Pennsylvania which had been on the ground in England preparing for D-Day, arrived on the continent 24 July 1944, and then, after considerable fighting to get there, had arrived at Versailles, France, on 28 August. It had been picked to be the first American division to march through Paris the next day. That night, in driving rain, the Division command assembled in the Bois de Boulogne on the southwest edge of the city. In some way, showers were set up for the men, and they obtained fresh uniforms immediately afterward.

This was not to be just any old parade, but a seriously planned movement through Paris on the way to battle! They would be parading with the French First Army! The men would be in full battle gear and accompanied by trucks and jeeps carrying equipment, supplies, and ammunition necessary to leave Paris that day and begin the continued fight.

Thousands upon thousands joined the route of the parade and it was a time of exhilaration and now, on the night of the parade, 1LT Ed Hipp would join his next unit and be assigned as the Rifle Platoon Leader, Company G, 2nd Battalion, 112th Infantry Regiment, 28th Infantry Division. As an aside, the 28th is the oldest division in the armed forces of the United States. It was commanded by General Omar Bradley during the earlier part of the war.

Can you imagine how daunting the task of getting to "know your men" must have been for Lieutenant Hipp? Even today, he maintains a hand written list of each man's name in his three squads!

History reflects that the 28th Division with its three regiments, numbering more than 9,000 (which included Ed's new unit) marched down the Champs-Élysées, rifles slung with fixed bayonets, in ranks of 24 men stretching from curb to curb. The formation was so large that it would split, march around the Arc de Triomphe and rejoin on the other side. But there were other

things to be done and so they continued to march ... right out of Paris to begin pursuing the enemy the very next day. During the next eight days they and the division would fight all the way into Belgium.

Within another week the division would overrun such places as Bastogne, Longvilly, and then back to the city of Luxembourg.

In the Hürtgen Forest, the evergreens reach to the sky and block the sun on the brightest day. Rust-covered pine needles blanket the soggy ground. Narrow valleys echo with the sounds of rushing wind. The area in which the Hürtgen Forest grows has been fought over and through since Roman times. The terrain over which the battle of Hürtgen Forest was fought was extremely forested and there was almost no road network with trails or breaks which would have provided at least some access and visibility. By the middle of November and because of the terrible rain, sleet, and snow, there was atrocious trench foot on the scene. The physical ordeal was extreme. The forest was an infantryman's worst nightmare.

On 2 November, the 28th Division launched a major coordinated attack through the Hürtgen Forest toward the town of Schmidt and the Rohr River Dams to clear the way for a First Army attack toward the Rhine River and the city of Cologne. The attack began a few miles southeast of Aachen, Germany, with the immediate objective of the Second Battalion of the 112th being the village of Vossenach. The defenses of Vossenach were well dug in with approximately 100 yards of open pasture between the defending Germans and the line of departure at the edge of the forest.

In the attack the advance of Company G and a platoon of tanks were delayed by the presence of a mine field. Almost 65 years later, Ed has a very clear memory of the dates, times and mission of that day. "My tank threw a tread and everything stopped. We were ordered to go on without tanks. The Germans had machine guns in all the basements in town. There was no air or artillery support." But on they would go...

His military award, signed by the Division Commanding General, which would be presented to him much later, read: "Although the enemy positions were only a hundred yards to the front, First Lieutenant Hipp, with complete disregard for his own safety, braved intense hostile artillery, mortar, and machine gun fire to lead the tanks through a gap in the minefield. Calmly and with great physical effort he lifted several heavy obstacles which would have stopped the tanks advance and carried them from the gap. (Remember his athletic ability in college!) Through his gallant and courageous efforts, he contributed greatly to the success of the attack, enabling the tanks and riflemen to advance and take their objective."

But Ed was seriously wounded, hit in his right shoulder by machine gun fire, about halfway across the open ground. The platoon kept moving, and together with the other units involved, secured the town of Vossenach. The Third Battalion of the 112th moved on to take the regiment's objective of Schmidt by advancing over very rugged terrain of the Kall River Gorge, which could not be traversed by its tank support. Very poor weather conditions denied the unit any air support. The Germans counter-attacked the next day with strong artillery and tank support and after six days of heavy shelling and the Germans' commitment of large tank reinforcements, the 28th Division was driven back to its line of departure. The 112th Regiment took 2,095 casualties as its part

of the battle of Hürtgen Forest.

Companies would suffer heavy casualties during the day, be refilled with replacements that night, attack again the next morning and again be bled white. It was a never ending cycle.

The awful intensity of the carnage of the Hürtgen has long been recognized. William Walton, writing for *Life* magazine in 1945, compared the battle to the American Civil War's Wilderness Campaign of 1864, a benchmark in that conflict for sustained bloodletting.

The Hürtgen Forest cost the U.S. First Army at least 33,000 killed and incapacitated, including both combat and noncombat losses; Germans casualties were between 12,000 and 16,000. Aachen eventually fell, again at high cost to the U.S. Ninth Army. The Ninth Army's push to the Roer River fared no better and did not manage to cross the river or wrest control of its dams from the Germans. Hürtgen was so costly that it has been called an Allied "defeat of the first magnitude." The 28th and many, many other military units would continue the fight but for First Lieutenant Ed Hipp the fighting was over.

Ed was evacuated on 2 November for medical treatment for several weeks in the Napoléon Hospital in Paris, France, and one north of London, England. After intermediate hospital stops in the United States, he finally made it to Ashford General Hospital in White Sulphur Springs, West Virginia. The enemy bullet had severed the nerve to his right arm and required a skilled neurosurgeon and extensive rehabilitation. During this period he was assigned for temporary duty as a war bond speaker in New York City.

Let's go back to the hospital in West Virginia. The famous Greenbrier Hotel, which first opened in 1778, had been "requisitioned" by the American government in September 1942 and was transformed into the 2,000-bed Ashford General Hospital. Because of the idyllic like beauty of the Greenbrier's setting and the opulence of the hotel, *Parade* magazine dubbed the new military hospital "The 'Shangri-La' for the Wounded Soldier." There was even a Prisoner of War Camp just down the road in 1943, where some 1,000 German prisoners had been shipped to work in the hospital and on the farms in the vicinity.

What were the chances that a nurse who worked the fifth floor of the hospital and a wounded soldier who was not even her patient and on the third floor, would ever meet in such a large facility? Not very good, but meet they did and so First Lieutenant Ed and Second Lieutenant Dottie met one day in the hospital dining room and began to have meals together on various occasions. Within a short period of time they knew they were in love and would be married. Perhaps the fact that Ed was to be transferred to Ohio State University in February 1946 as an ROTC instructor helped them decide to be married the month before. They were married at the hospital and honeymooned in the nearby mountains. Army Regulations then required that females be single so it was necessary for Dottie to be discharged. Ed was promoted to captain while at Ohio State.

By 17 January 1947 Captain Hipp had received all the treatment that was available and was released by the army. He had received the Silver Star, the Purple Heart, the Combat Infantry Badge, and several other awards.

He would keep his almost useless right arm as a remembrance of his sacrifice for our country, for the remainder of his life.

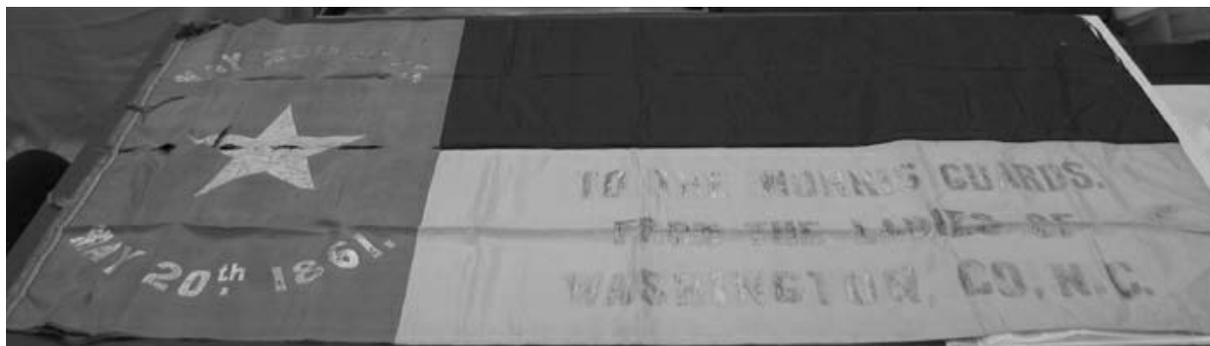
Dottie and Ed made their new home in North Carolina where Ed finished law school at the University of North Carolina at Chapel Hill. Upon completion of the bar exam in 1950, he practiced law by serving in the State's Office of the Attorney General, in private practice, and for several years as an appointed commissioner on the North Carolina Utilities Commission. During some of that time he also served as a member of a joint committee that worked with the Federal Communications Commission.

The United States Army Infantry School at Fort Benning inducted Ed into its prestigious Hall of Fame in February 1988, and he returned to Europe in 1999 with a group from the 112th Infantry to revisit the battlefields in France, Belgium, Luxembourg, and Germany. They were well received in the towns they had helped liberate and were presented medals and certificates of appreciation by the various town councils.

Dottie and Ed enjoyed 62 wonderful years of marriage and saw the birth of three children and 10 grandchildren. Dottie returned to nursing once their children were grown. Dottie also

organized a church school nursery for one-year old children and completed many other church related tasks. Ed served as an Elder and then as Elder Emeritus, among other things, both at Raleigh's First Presbyterian Church. Both reflected the need to be good parents and to serve honorably in whatever their chosen profession would be. Dottie departed this earthly life in April 2008. She is missed by all who knew and loved her.

Ed Hipp, General George S. Patton, and General Douglas MacArthur share a common bond. Each of them was awarded the Silver Star. The Silver Star is the third highest military decoration that can be awarded to a member of any branch of the United States Armed Forces. The Silver Star honors service personnel who display exceptional valor while engaged in military combat operations against an enemy force. Ed received this award for his actions on that day back in November 1944. While Dottie would not achieve such an award, I believe that their actions throughout both of their lives "reflect great credit upon each of them, their country, and their fellow human beings ..."



The Morris Guard's Flag

The North Carolina Museum of History recently received this North Carolina Civil War silk company flag, the Company Flag of the "Morris Guards," as a donation. The Morris Guards organized in Washington County and enlisted at Plymouth on 3 May 1861. On 20 June 1861, the unit was mustered into state service on Beacon Island near Ocracoke in the Pamlico Sound as Company H, Seventeenth Regiment, North Carolina Troops (First Organization) (Seventh Regiment North Carolina Volunteers). There they trained not as infantrymen, but as artillerymen. Company H was one of several companies from the Seventeenth North Carolina stationed at various forts near Hatteras and Ocracoke Inlets in the summer of 1861.

The North Carolina coast was the scene of one of the few early Federal victories in the war with the successful assault on the Confederate forts at Hatteras Inlet in late August 1861. The Morris Guards were among those men forced to surrender to Union troops on 29 August 1861. The captured Confederates were transported northward by boat and imprisoned at Fort Columbus in New York Harbor and then at Fort Warren in the Boston Harbor. Eventually they were paroled and exchanged on 20 February 1862.

The Morris Guards were then mustered out of service and disbanded at Williamston, although some of the men later enlisted in Company G, Seventeenth Regiment, North Carolina Troops (Second Organization).

This company flag is modeled after the pattern of the North Carolina flag adopted on 22 June 1861. Consequently, it was made at some point after that date and before the capture of the entire company on 29 August 1861 at Hatteras Island. As usual for company flags, it was made by local women of the community as evident in the gold lettering, "TO THE MORRIS GUARDS. FROM THE LADIES OF WASHINGTON, CO, N.C." The flag is identical on both the obverse and reverse sides and remarkably, despite the passage of time, the gold lettering remains largely intact.

Unfortunately, nothing is known about the history of this flag. It was donated to the museum in 2008 by a woman who stated her mother had ancestors from Washington County, North Carolina and the flag had been in family hands as long as anyone could remember. Based on that knowledge, it seems probable a family member may have either been a member of the Morris Guards or involved in the actual making of the flag.

The flag of the Morris Guards illustrates the early support of local women for the war by making and presenting to the men in their communities company-level flags as they left for battle in 1861.

Despite the relatively good shape of this silk flag, it still needs conservation before it can be framed and displayed. A September 2008 conservation report gave an estimated cost of \$9,905 for conservation and framing.



Above: Museum Curator Brad Holland.
Above right: The North Carolina National Guard Military Museum at Kure Beach, NC.



Your Museum is Alive & Well!

Many of us tend to forget that the Society manages a well equipped military museum just beyond Kure Beach, NC, and near Fort Fisher. It is well worth a visit and needs your continuing support if we are to do our part in preserving for future generations the living, visual story of those men and women who sacrificed so much in order that we live as a free democratic people. Too many in society today seem to take this for granted.

On 17 November Affiliated Board Member Jim Hill and I took a road trip to Kure Beach to visit the museum and have lunch with its Curator, Brad Holland. It turned out to be a beautiful cool fall day, just right for our adventure. On I-40 it is a straight shot from Raleigh.

The Museum is on the National Guard base near Fort Fisher and is open to the public. Currently the winter schedule is 12 noon to 4 p.m. Friday and Saturday. As one reaches the entrance to the Guard property (right hand turn coming towards Fort Fisher from Kure Beach), be alert for the museum sign as it is not greatly publicized and the Museum is to the rear of the base, not readily visible from the highway. Perhaps the first thing you will see are the tanks and artillery pieces sitting directly in front of the museum building. In top photo, the museum is the white one story building in the right side of the photograph. This is the

By Thomas Alexander

approach view as one drives in from the highway.

Museum Curator Brad Holland greeted us at the door with a smile on his face. You immediately like him. He is a friendly, open 55-year-old gentleman who does not look his stated age. He has given generously of his time and talents to make the museum a success and without him we would be hurting. With a chuckle he refers to the museum as his hobby.

Brad's hometown is Gastonia, but visiting his Grandad at Carolina Beach in the summer as a child convinced him that there



is where he should take up residence which he subsequently did. Currently he and his wife live at Carolina Beach and have two children: a son age 25 and a daughter age 21. Brad's regular occupation is that of driver for UPS. High School injuries kept him out of the military, but he did serve at one time as a Carolina Beach Police Officer.

The rather nondescript appearance of the museum building is deceiving and one realizes this once inside and among the hundreds of items on display. Actually the museum reminded me of the numerous small museums you find in nearly every town in the Normandy area of France with one major exception being that our museum is not limited just to World War II. Its coverage extends from the War between the States to the present time. Also its coverage is not limited to just the National Guard.

As you arrive, some heavy stuff on the front lawn is what really catches your eye. This includes an M-60 tank (See photo at left), a Soviet T-55 tank, an APC equipped with toe missile launcher, a Huey helicopter, a 40 mm twin mount anti-aircraft gun, an eight-inch self-propelled howitzer, and a Soviet 135mm cannon.



The museum itself is L-shaped and all on one floor. The reception area is part of the short leg of the L. Here there are a few goodies for sale. I almost bought a neat little model of a Japanese Zero.

Passing on into the large room that forms the long leg of the L, one is confronted with large number of military artifacts of all sizes and descriptions. In the photo on the previous page, you are looking down the L at the main body of the museum.) This ranges from an impressive line of pictures of all the Guard Adjutants General (photo at right) along the far wall to show cases of weapons, uniforms, and the like. I was surprised at the number of small arms on display. In the center of the room as you proceed down the L, there is a World War II signal corps outpost (complete with a 81mm mortar!) and behind that is a very nice jeep.

e will note many colorful unit banners, models and numerous



As one observes the inside wall above the showcases, he or she will note many colorful unit banners, models and numerous photographs. The photo at left shows a display case that is representative of the quality exhibits contained in all showcases. Without trying to describe each and every item, we encourage you to pay the museum a visit and allow plenty of time to take it all in. I think you will be pleasantly surprised. In fact some of you might find your picture on the wall. Finally hats off to Brad for running a good show, and keep in mind that the museum can always use donations of additional, appropriate military artifacts, large or small.

The Last Ones

By Charles Purser

General Robert E. Lee surrendered his forces to General U.S. Grant on 9 April 1865. Except for General Johnston's troops in North Carolina, the war was over for most of the fighting forces. General Johnston would surrender a few weeks later at Bennett's Place near Durham.

The Southern soldiers in the surrender at Appomattox and Bennett's Place were able to go home immediately to start their peaceful lives. The Prisoners of War up to the surrender did not have that luxury. They had to wait to take the Oath of Allegiance to the United States before they were released from the prison camps, which would take months in most cases.

Than there were the very unlucky ones that would die before they could return home. Of the approximately 5,700 North Carolinians that died as Prisoners of War, almost 800 (14%) of them would die after the surrenders from the effects of being POWs.

The last ones that died were captured in the last several months of the war. Places like Spotsylvania, Cold Harbor, Savannah, Fort Fisher, Fort Stedman, Five Forks, Hatcher's Run, Richmond, Petersburg, Saylor's Creek, and Farmville is where the majority lost their freedom. The main deaths took place at Point Lookout (272), Elmira, NY (188), New York Harbor (97), Newport News (51) and Washington, DC (28). Other POWs died in Fort Delaware, Fort Monroe, Richmond, Baltimore, Chicago,

Columbus, OH, and several other sites.

Diseases were the main cause of death for these soldiers. Diarrhea was the main cause, following by pneumonia, typhoid fever, variola, scurvy, dysentery, and inflammation of the lungs. Two soldiers would have the sad distinction of being the last to die. They passed away six months (October 1865) after the surrender.

Private Sidney A. Love, a soldier of the 24th from Person County, was captured in a Petersburg hospital on 3 April 1865. He was there with a gunshot wound to his right arm. He died of his wounds in the hospital on 2 October 1865.

The day before, Private Joseph W. Sailor of the 48th from Forsyth County died in a Federal hospital in Washington, DC, from exhaustion from a gunshot wound to his right leg. He was wounded at Hatcher's Run, captured in a Richmond hospital, confined at Point Lookout, took the oath but was "unfit to travel." He was buried in Arlington Cemetery and in 1883 his remains were transferred to Oakwood Cemetery in Raleigh.

This is a sad part of American history that, with all its resources, prisoners in Americans' hands would die in a horrible manner. No other Prisoners of War in United States hands in all other wars, past and future, have been treated in such a vengeful way.

An English lass meets a Yankee airman

By Ken Samuelson

The air raid sirens began wailing at 11 p.m. The German Luftwaffe bombers arrived on their nightly schedule while young Ann Mooney was running home from a dance. She saw neighbors running to air raid shelters in heavy coats with nightclothes underneath. She knew her mother would be upset because she was not home yet but that did not bother Ann much. Attending a dance was more important than a few German bombers and she did not like air raid shelters. War was not very real to her, yet!

Ann Barbee was born in Dundee north of Edinburgh, Scotland. Her family is part of the Fraser clan. Before being drafted by the Royal Air Force, Ann had never been more than fifty miles from her home. Loving parents sheltered her life. Her mother even spared her some of the normal chores such as doing dishes after the family meal. Her two older brothers did most of the chores.

She attended St. Mary's Catholic school in Dundee, graduating from high school at age sixteen. There were few jobs available for young girls but her skill at sewing led her to a five-year apprenticeship in tailoring. It was enjoyable work to her and she was paid \$1.50 per week while being trained. Her pay increased as she learned and her expenses were minimal since she was living at home.

Barbee remembers well the Sunday, 3 September 1939 speech when she heard Prime Minister Neville Chamberlain speak on the radio to announce the sad news that England was at war with Germany. She remembers her mother crying in fear that her two sons would have to go off to war. Nightly blackouts started immediately in Dundee and all the British Isles to avoid giving the Germans easy bombing targets.

Barbee's two brothers did go to war but the family never thought that daughter Ann would have to go too. Barbee continued her work at the tailor shop and in 1940, the company she worked for began making covers for gas masks from a heavy fabric. Citizens on the British Isles had to carry a gas mask with them at all times.

Bombing was intense in England after the war started, especially in London. Bombing started in Scotland in 1941 as Barbee recalls. She remembers that bombing was relatively light but typically started at 11 p.m. It was particularly worrisome during summer because Scotland is so far north, there was enough light at midnight to allow German bombers to see their targets.

Life did go on for a young girl full of energy and Barbee

loved to dance. She would attend dances beginning at 8 p.m. in a local hall but made sure she was on her way home when they ended at 11 p.m. or earlier. She would hear the air raid sirens going off and see neighbors running to the air raid shelters. There were aircraft flying overhead and in one case, a German plane machine-gunned a neighbor's house for no apparent reason. Not everyone went to an air raid shelter. Most shelters were above ground and primarily made of concrete blocks. People sat on hard benches until the all clear sounded. Some shelters collapsed from bombs landing nearby and temporarily trapped the people inside. It could be dangerous inside or outside an air raid shelter.

There was little damage around Dundee because no vital industry was there. Barbee remembers seeing the "Pathe-Gazette" newsreels at the movies and the terrible devastation in Germany due to Allied bombing campaigns. She thought to herself "this could never happen in Dundee."

Rationing started about this time. Everyone received a ration book; even babies. Meat was in short supply and butcher shops were only open one or two days a week. Sugar was used in ammunition so that was very scarce. Worst of all,

tea was in short supply. Used tea bags were the norm in most households. One egg per person was allowed every six weeks. Gasoline supply was not a problem as it was in the United States because few people had automobiles in Dundee. Most people rode bicycles, walked, or took the bus.

It soon became obvious that all the young men in town were gone to the service. Most of them went early to the African campaign against General Erwin Rommel and his tanks. There were primarily women and older folks around town. One day, Barbee got the shock of her life when she received a draft notice. Her employer told the draft board that he needed her in defense work and Barbee was deferred three times. The fourth time, the request was denied because military personnel needs were so critical that Barbee had to go. In September 1942, Barbee was given no choice and drafted into the Royal Air Force. She could have been drafted into the Army, Navy, or the "Land Army" which was essentially work on a farm. In any case, Barbee was devastated. She thought Britain had lost the war if she were needed in the military!

Her basic training at a station near Andover, Scotland, was a rude awakening to wartime training. After her physical, she went



Ann Mooney Barbee

down a line of corpsmen who gave her countless shots in both arms. She was given uniforms in the traditional RAF blue color and a hard straw pillow along with her blankets and sheets. She ran—she did pushups—and marched—and marched. Barbee evolved into excellent physical condition but could not believe she was actually in the service.

Her aptitude test indicated she would have talent as an armorer or a flight mechanic. She received some advice indicating she should opt for the armorer job as a flight mechanic would have to be available all hours of the day or night repairing aircraft and she would not have a life. Barbee got the armorer job and was transferred to Tealing Air Base only eight miles from her home in Dundee. She was able to commute to work by bicycle.

Tealing was a training base for Spitfire fighter pilots. Barbee's job was to clean the machine guns after the pilots returned from their training flights. This involved taking guns from the planes, taking them apart and using emery cloth to clean off any rust; then using an anti freeze solution to clean every bit of residue from the guns so they sparkled when she finished. Barbee did not do dishes at home but here she was with her hands in anti freeze and using emery cloth on machine guns. In her words, "It was a mess." In the morning she remounted the guns in the Spitfires and fired a burst to be sure they were firing properly. Fortunately, her physical strength gained in basic training allowed her to handle the heavy guns without too much strain. After a year, Barbee was transferred to Leuchers Air Base in Scotland.

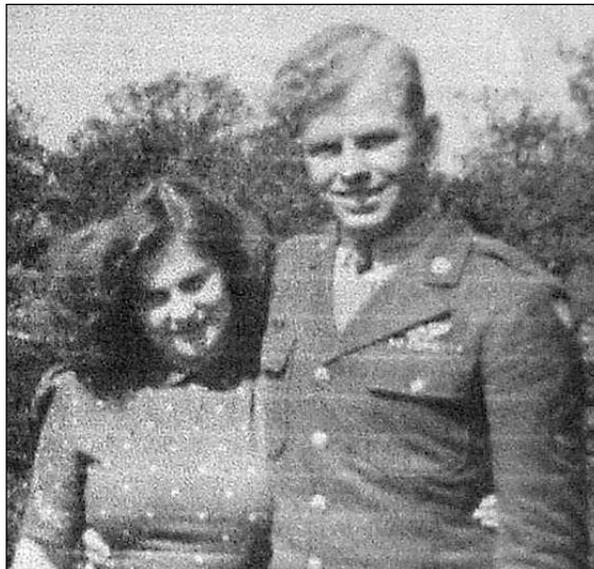
Leuchers was Barbee's taste of the real war. This was also near Dundee but she had to live on the base because of the demands of her work. Instead of training flights, Leuchers was a bomber base supporting the Wellington and Lancaster four engine bombers. She was loading machine guns for gunners who fired from waist positions and turrets on the bombers. Each day she received orders designed for the mission of the day. Depending on the mission, its target, and likely opposition she loaded appropriate belts of ammunition. If a long mission, there would be less ammunition to make room for more fuel. Typically, Barbee would load the ammunition belt with standard shells, and then every fifth would be a tracer so the gunner could see the projectile path. If appropriate, incendiary shells would be loaded in the belt.

There were Australian, Polish, French, New Zealanders, and Czech crews at Leuchers so it was a broadening experience to get to know people of so many different nationalities. Her work was just as dirty and demanding only there was a new element—it was personal. She knew the guns being cleaned and armed were going to be used against the enemy in the air war. As the bombers took off on a mission, Barbee knew who were on the planes and knew they were flying into harm's way. When the planes were due back, people on the base would gather watching to count the planes as they returned. Frequently, planes did not come back and

this was very distressful for Barbee.

After several months as an armorer at Leuchers, an opening came up in the tailor shop on base for which she qualified. She took a crash course in military tailoring and began work. At that time, Boyce Barbee, her future husband was flying out of Leuchers on top-secret missions.

One day, Boyce Barbee came into the shop for some tailoring work. They began seeing each other regularly and "love bloomed." Boyce Barbee was going to be sent back to the States and time was short to get married. Normally, the "Banns of marriage" had to be published by law. This was a three-week period where anyone could object to a marriage for cause. Due to the circumstances, a license was issued quickly. Boyce and Ann were married but Boyce was going back to the States! As the war wound down Ann Barbee was anxious to get out and begin her new life as Boyce Barbee's wife.



Ann and Boyce Barbee

Barbee was released from the Royal Air force in October 1945. When she boarded the vessel for America, it was to be a nine-day trip with 900 other British war brides and about 300 children. Ann Barbee was the first down the gangplank in New York. Boyce Barbee was there and

jumped over the restraining gate to take his bride in his arms for a welcoming embrace. The rest is history.

In 1994, the Barbees made a visit to Leuchers Air Base. When the commanding officer heard their background of service on the base, they were treated like royalty and given a grand tour of the base seeing some of the old buildings that held many memories for them.

The Barbees (now deceased) lived and were retired in Rockingham County, NC, for many years but also enjoyed time at Oak Island, NC. Barbee was retired from the teaching profession and raised purebred dogs as a hobby. On her time in the service, Barbee remarked, "My time in the service changed my whole life, because I married an American and became a citizen of the United States. I tried diligently to be a model citizen and good example, particularly to young people whom I taught."

Tommy Atkins

I have made for you a song,
And it may be right or wrong,
But only you can tell me if it's true;
I have tried for to explain
Both your pleasure and your pain,
And, Thomas, here's my best respects to you!
O there'll surely come a day
When they'll give you all your pay,
And treat you as a Christian ought to do;
So, until that day comes round,
Heaven keep you safe and sound,
And, Thomas, here's my best respects to you!

—Rudyard Kipling, *Barrack Room Ballads*

The Story of William Jesse Beach

By Wayne Campbell, COL (Ret)

North Carolina went to war reluctantly, and then only after President Lincoln issued a call for 75,000 to invade the South. North Carolina had received a quota, based on the Militia Call of 15 April 1861, to furnish 1,560 men for the war effort.

There was no way the citizens of our great state could answer such a call and a little over a month later (21 May) North Carolina seceded from the Union. But during the Civil War, which followed, few states did more to defend the South! North Carolina was home to one-ninth of the Confederate population but one-sixth of the Confederate troops were ours.

At least three of those troops belonged to my family. (This writer had two great-grandfathers in the Civil War, and my wife Peggy had a great-grandfather, William Jesse Beach, who was not only in the War but gave his life as a result of it [see Note 1 below]. This story is about the involvement of William Jesse Beach from Martin County, NC, in that great conflict.

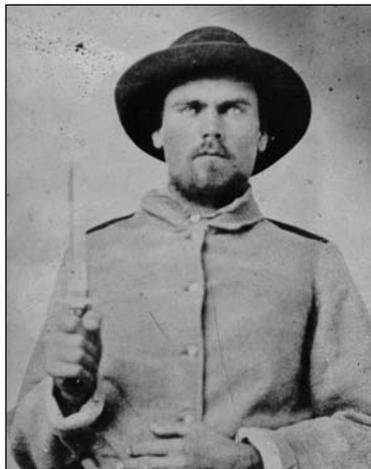
Little is known of the early years of William Jesse Beach except that he was born in Martin County in 1832 to Jack Beach and that he was later married to Mary Etta Bennett. Out of this union came two sons, Lawrence and William Abner. William Abner was born in the fall of the year 13 months after Jesse signed on with the Confederate Army as a member of the North Carolina troops. One can imagine the hard work that must have been ever present for anyone growing up in the rural South during the mid-1800s. Jesse, as he was apparently called, at the age of 29 saw the need to defend his family and the land that he continued to work so he enlisted on 24 June 1861. The North Carolina First Infantry Regiment was being formed in Warrenton, NC, that very month, and Jesse, along with many, many men from Martin County (their's was Company H), signed their names on the dotted line. Jesse was issued an M1842 musket (M1842 means that it was a model made in the year 1842) and his new regiment departed for Richmond, VA, the next month. Jesse's pay, as a private, was \$11 per month.

The regiment trained near Brook's Station near the mouth of Acquia Creek around Richmond. In the spring of 1862 Jesse's unit was ordered to Goldsboro to meet an advance of the enemy from New Bern. Shortly afterwards it was back to Richmond and arrival on the battlefield of Seven Pines. Jesse's unit participated in the Battle of the Gap and in the Sharpsburg Campaign. They were also in the 1st Battle of Fredericksburg. From there it was on to Chancellorsville, VA.

For the South in the Civil War, there were many astonishing victories and heartbreaking defeats—from Thomas Jackson earning his nickname, "Stonewall," on the Henry House Hill at Bull Run to the decimation of Pickett's Charge at Gettysburg. However, one Southern victory may be hailed as the South's finest hour. This victory came at the Battle of Chancellorsville.

Let's look at the historical setting of the events leading up to the Battle of Chancellorsville that occurred at a very small crossroads in Northern Virginia just about 145 years ago.

As fine spring weather in 1863 dried the roads, there was ever-increasing pressure on General "Fightin' Joe" Hooker (the Army of the Potomac or Union Army) to resume the offensive. Clearly, he would have to make some sort of move during April or May. President Lincoln, who had been in office slightly over two years, was now desperate for a victory to revive the Union's sagging morale. The Army of the Potomac enjoyed a tremendous numerical superiority over the Army of Northern Virginia (or Confederate Army)—roughly 135,000 to 60,000. In the months that had passed since the December 1862 battle at Fredericksburg, the Confederates had greatly improved their defenses there but knew the Yankees would come again sooner or later.



William Jesse Beach

Because of many factors, some of which included the difficult crossings of the Rapidan and Rappahannock Rivers, General Hooker decided that three of his corps were to reunite about 10 miles west of Fredericksburg at a rural crossroads marked by a large red-brick, white columned mansion called Chancellor House. Hence, the name Chancellorsville later on. The Federal troops began their fateful movement on the morning of 27 April.

Hooker's plan seemed to be working perfectly. "This is splendid, General Slocum," exulted General Meade when the two Union generals met at the Chancellorsville crossroads, "We're on (General) Lee's flank and he does not know it."

At Fredericksburg, General Robert E. Lee was growing increasingly nervous. "I feel by no means strong," he had written to President Jefferson Davis on 27 April. Lee was fully aware of the Federal army's much larger number of soldiers.

The enemy movements caught the celebrated General "Stonewall" Jackson (he was Jesse's Corp Commander) by surprise. He was trying to relax somewhat. He had not been home in two years, had not seen his wife for over a year, and had never laid eyes on his only child. (It could be difficult to ascertain whether this writer is discussing General Jackson or Private Jesse Beach.)

Lee now gambled everything on his judgment and issued orders for a general movement toward Chancellorsville. This meant that all of General Jackson's men (except for two divisions, both having been previously deployed in defensive positions) would move westward to meet the enemy beginning at dawn on Friday, 1 May. Jackson's way was to attack regardless of the army of superior numbers advancing toward him.

Everything seemed to be in Hooker's favor. He had 70,000 troops out against 40,000 Confederates. Hooker even said that God Almighty could not stop him from destroying the rebel army. But our great-grandfathers ultimately showed him a trick or two.

On the day, Saturday, 2 May 1863, that William Jesse Beach would be mortally wounded, General Jackson would take him and another 26,000 men through the Wilderness (woods) to Hooker's right flank. These troops would have to march 12 miles; it would take all day. The weather was very warm as the 10 mile-long column of infantrymen snaked through the woods and on the dirt roads. Most of the men and probably Jesse were in high spirits and moved along at a rather fast pace. Nevertheless, the long hard winter had taken its toll, and soldiers who had been forced to subsist on little more than wild onions, sassafras buds, and poke sprouts had lost some of the snap from their stride.

Jackson rode in the front and continually urged his troops onward. "Press forward!" he called. "See that the column is kept closed. Press on, press on!"

In spite of numerous and continued reports that "the Confederates were coming" and perhaps because of their immense numerical superiority, the Army of the Potomac simply refused to believe that the Confederates were advancing.

Early in the afternoon, around 2 p.m., Jackson rode to a hill at the place where his men were to turn right to make their assault. From this vantage point, Jackson could see that the Union right extended farther west than he had thought and he found himself facing a solid line of entrenchments. After much thought, he scrawled a message to General Lee, which said, "I hope, as soon as practicable, to attack. I trust that an ever-kind Providence will bless us with great success."

The attackers formed ranks quietly with orders given in undertones. Shortly after 5 p.m., Jackson turned to General Rodes (one of his Division Commanders) and asked, "Are you ready?" Rodes calmly answered, "Yes," and the line surged forward. Seconds after the Confederate attackers stepped off, they were spotted and fired on by startled Federal pickets. The moment the stillness was broken, Confederate bugles blared and the blood curdling Rebel yell reverberated through the forest, raising a wave of frightened rabbits, deer and foxes. The gray-clad attackers, who had not been in battle in four months, must have looked like demons from hell as they dashed forward, ignoring the dense underbrush that ripped their clothes and flesh. In less than an hour, Jackson's men had possession of their first objective.

The Federal right flank fell back in confusion and panic and rolled up like a blanket. Few of the Federal units fought well, most fleeing back towards the main body of the army at Chancellorsville.

After several more hours of exceptionally intense hand-to-hand fighting and as darkness closed in, Jackson's attack began to lose its momentum. In the tangled thickets, officers lost contact with their men, units became scrambled and confused, and the Confederates had no choice but to halt and regroup.

Two days later, Hooker having lost his nerve and the initiative, ordered his Army of the Potomac back across the Rapidan River disengaging from Lee's Army of Northern Virginia, but not before more than 30,000 Confederate and Union soldiers had become casualties. William Jesse Beach was one of those men who paid the ultimate price with his life during this battle. He had fought bravely and well. May God rest his soul.

The 1st North Carolina Infantry Regiment went on from Chancellorsville to fight in the Winchester, Wilderness, Spotsylvania, and Valley Campaigns. The unit also fought in

Gettysburg, PA. The Regiment has a proud history and, because of people like William Jesse Beach, so does the rest of the Beach Family!

(Note: My great-grandfather came out of the mountains of North Carolina and was a member of another unit which also fought at Chancellorsville. When Peggy and I "put all of this together" and realized that we both had relatives in that great battle, we began to talk more often about the Civil War, and it was more than we could allow to pass, and so at 6 a.m. on a Friday morning some years ago, Peggy and I drove to Chancellorsville, VA, and walked on the same grounds that our great-grandfathers had walked and fought. What a most uncanny experience but what an otherwise wonderful and rewarding experience for both of us.)

A Confederate Mother

By Charles Purser

Anna Mullis of Anson County (that part now Union), NC, was born around 1807 to John Jackson Mullis and Rachael Brewer. In 1820, she married David Purser and had four sons (Hugh, John, Pryor Green and Solomon). David died at an early age in 1832, and Anna remarried to John Rushing of same county. From this union came five children (William P., Shepard Stephen, James C., Levina Jane, and John Culwell. Except for Hugh, the sons of David after being raised by their step-father, John Rushing, moved in 1849 to Pulaski County, GA.

In the war between the States, seven of Anna's eight sons (John Culwell was too young) were in the Confederate Army, and one of her grandsons served in the North Carolina Junior Reserves.

SONS

- 1) Private Hugh Pusser of Co. H, 14 North Carolina Infantry, was killed on 8 May 1864 at Spotsylvania CH, Virginia.
- 2) Private John Pusser served in Co. J, 5 Georgia Reserves.
- 3) Private Pryor Green Pusser served in Co. C, 19 Battalion, Georgia Cavalry.
- 4) Private Solomon Pusser of Co. G, 49 Georgia Infantry, was captured at Hagerstown, MD, and was a POW at Fort McHenry, MD; Fort Delaware, DE, and at Point Lookout, MD, where he died on 18 Dec 1863 with erysipelas in the face.
- 5) Private William P. Rushing of Co. B, 26 North Carolina Infantry, died 24 Jan 1863 in the Confederate Hospital in Petersburg, VA, of typhoid fever.
- 6) Private Shepard Stephen Rushing of Co. I, 48 North Carolina Infantry, was killed 17 Sept 1862 at Sharpsburg, MD.
- 7) James C. Rushing of Co. I, 48 North Carolina Infantry, died in a Confederate Hospital in Richmond, VA, on 20 Apr 1864 of pneumonia.

GRANDSON

- 8) Private Milas Deberry Pusser served in Co. F, 2 North Carolina Junior Reserves.

Anna had seven sons and a grandson in the Confederate Army. Only three of the eight came home from the war. Truly, a mother of the Confederacy.

Anna Mullis Purser Rushing is the great-great-great-great-grandmother of Charles Purser of Garner, NC.

Lieutenant Robert B. Carr

The longest held NC prisoner of war during the Civil War

One year - eleven months - twenty-nine days

By Charles Purser

Robert was born in Duplin County, NC, in 1828 to Ozborn and Isabella Carr. He resided as a farmer prior to enlisting in Duplin County at age 33, 15 April 1861, for six months into Company C (1st) of 12th Regiment, North Carolina Troops. Robert was mustered in as 1st Sergeant. He was present or accounted for until the company was disbanded on 18 November 1861.

He was appointed 2nd Lieutenant of Company A, 43rd Regiment, North Carolina Troops, on 6 March 1862, and promoted to 1st Lieutenant on 20 March 1862. Robert was wounded in the left foot at Gettysburg, PA, 3 July 1863, and captured near Gettysburg in an ambulance train on or about 4 July 1863. He was hospitalized at Frederick, MD, before being confined at Fort Delaware, DE, 10 July 1863. He was transferred to Johnson's Island, Oh, on 20 July 1863; transferred to Point Lookout, MD, on 9 February 1864; and then transferred from Point Lookout to Fort Delaware on 23 June 1864.

Edwin M. Stanton, Federal Secretary of War, ordered that 600 prisoners of war be positioned on Morris Island in Charleston harbor within direct line of fire from Confederate guns at Fort Sumter. Stanton's order followed word that 600 Union officers imprisoned in the city of Charleston were exposed to direct line of fire from federal artillery.

On Saturday, 20 August 1864, being part of the "Immortal Six Hundred," he was shipped on the Crescent City, an old side-wheel steamship, from Fort Delaware. These 600 were in retaliation against Federal prisoners being held in Charleston, SC, while that city was being bombarded. They were guarded by the 110th and 157th Ohio militia; nervous green troops watching over the battle-toughened Confederate officers.

After making the voyage in horrible conditions the ship steamed into Port Royal, SC, on the morning of 25 August. With the entire 600 still on board, the ship on 29 August put out to sea heading for Charleston. On 1 September, she steamed into Charleston Harbor and anchored under the Confederate guns. The Union Commander notified the Confederates that he would put the 600 under fire on Morris Island if the Union prisoners of war were still in Charleston. The 560 (40 most severely wounded officers earlier were sent to the Federal military hospital at Beaufort, SC) were put on shore at Morris Island on 7 September. They were very thankful to get off the Crescent City.

After about three weeks, because of scant rations and lack of water, the effects of intestinal disorders began to take its toll on the men. On 21 October 1864, the men were shipped again on a two day trip to Fort Pulaski, and later on 19 November, about 200 of them were sent to Hilton Island because of prison crowding at Fort Pulaski.

In March 1865, the officers from Fort Pulaski and Hilton Hill were shipped north to Fort Delaware via Fort Monroe where the hopeful captives thought they were going to be released. From 3 May into June 1865, the prisoners took the oath for immediate release.

At the first roll call back in Fort Delaware only 295 of the original 600 answer the call. Forty-four died of the ordeal; thirteen are in unmarked graves at Fort Pulaski, five died at Hilton Head, and 23 at Fort Delaware.

Lt. Robert B. Carr died on 3 July 1865 (almost three months after the end of the war) at Hilton Hill, SC, of chronic diarrhea. He is buried in Beaufort National Cemetery, SC, in section 53 site 6362 (VA site has his rank as Private).

The life of Robert B. Carr during the last two years of his life after being wounded and captured at Gettysburg was no doubt horrible. The history of the "Immortal Six Hundred" is well documented, and Robert was a part of that tragic event. His disease must have been so terrible that he and a few others could not be sent back to Fort Delaware with the 600.

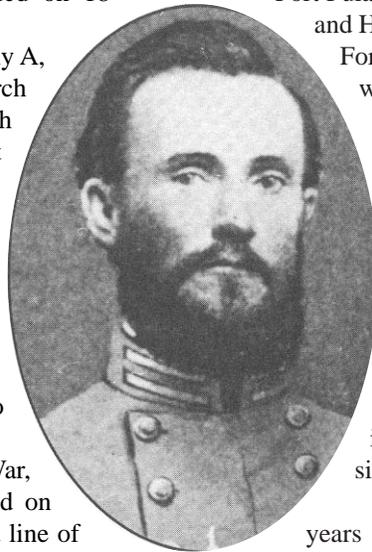
New military research on North Carolinians that died as Prisoners of War or soon after shows that 1st Lieutenant Robert B. Carr was held longer than any of his other 5,700 North Carolinians comrades

Other North Carolinians who were part of the Immortal six hundred that died in captivity:

Morris Island, South Carolina: 2Lt John C.C. Cowper, 33rd NC Infantry, pneumonia on 7 Oct 1864

Fort Pulaski, Georgia: 3Lt Christopher C. Lane, 3rd NC Infantry, chronic diarrhea on 8 Dec 1864; 2Lt John M. Burgin, 22nd NC Infantry, chronic diarrhea on 28 Jan 1865; Capt. Ozniiah R. Brumley, 20th NC, pneumonia on 4 March 1865

Fort Delaware, Delaware: 3Lt Jeremiah Coggin, 23rd NC, chronic diarrhea on 14 March 1865; 1Lt Harris E. Earp, 24th NC, scury on 21 March 1865; 3Lt Benjamin A. Gowan, 51st NC, acute dysentery on 22 March 1865; 2Lt John E. King, 3rd NC, chronic dysentery on 15 June 1865.



SEWALL LAWRENCE FREMONT

A Soldier of the W&W Railroad

By Robert J. Cooke

In 1843, as he awaited the outcome of his court-martial, Lieutenant Sewall Fremont must have been quite disconcerted. Barely out the United States Military Academy at West Point, he had charges preferred against him for “illegal and unmilitary conduct” by Major General Winfield Scott. The chief specification, that he had caused three privates under his command to be tied up and beaten, was attested to by one of those who had suffered his wrath.

Fremont, a native of Vermont, had been born in 1816, graduated from West Point in July 1841, and had been commissioned a Second Lieutenant in the Army’s Third Artillery Regiment. He had served in Florida during the Seminole War and had also been stationed at Fort Morgan, Alabama. In July 1842, he was given command of Company A of that regiment and was ordered to Fort Johnston, which was located in Smithville, at the mouth of the Cape Fear River.

The fort, which had been “intermittently garrisoned” during this period, was in a constant state of repair. The soldiers constituted a source of labor and were used as such. When off duty the troops relaxed by playing cards, hunting, fishing, shooting marbles, and occasionally visiting Wilmington, some 30 miles upriver. Drinking was also a favorite pastime for the men and was often the cause of trouble. Thus it was that the three privates became drunk and disorderly and “were guilty of various acts of outrage” against the townspeople.

Although several of the townsmen who had been terrorized came forward on Lieutenant Fremont’s behalf, he was found guilty and was sentenced: “To be suspended from rank and command for four calendar months, and to be confined to the limits of the garrison where his company may be stationed during the period of his confinement.” The decision was later reviewed by President John Tyler, who revoked the suspension, but Fremont remained in confinement. The War department realized that he had been placed in a very trying situation and admitted that: “being the only officer with a disorderly company, greatly extenuates the fault of which he was guilty. But there was a want of dignity and self-control in his undertaking to chastise soldiers with his own hands while they were tied up by the hands.” The final outcome also dictated that Fremont would never again command a company. Instead he would become the regimental Quartermaster.

It was as Quartermaster that Lieutenant Fremont went to war in 1846. At a place called Palo Alto in Mexico, some 2,500 Americans battled 5,000 Mexican troops. The battle ended with an American victory, due in large part to their artillery. The heavier Mexican guns had been emplaced with little room to maneuver, while the American army utilized smaller, more mobile cannon. Moving their “flying artillery” forward as their troops advanced gave the Americans the edge and caused massive

Mexican casualties. At one point during the battle, Major Samuel Ringgold, in command of the artillery batteries, was mortally wounded by an enemy cannonball and as he fell from his horse, a young officer ran to catch him. That officer was Lieutenant Fremont, who was instructed by Major Ringgold to go back to his unit as “he had work to do.” Fremont emerged from that battle with both a wound and an excellent reputation for bravery.

He went on to fight at Resaca-de-la Palma on 11 May 1846, the very day he was promoted to First Lieutenant. Shortly afterwards, he was taken so sick that he was sent back to Fort Johnston, where he became the recruiting officer for the regiment. After hostilities ended, Fremont was sent to Detroit, Michigan, but returned to Smithville in 1848 to marry Mary Elizabeth Langdon, the daughter of a well-known Smithville merchant. Duty soon called and found Fremont at such duty stations as Jefferson Barracks (near St. Louis), Fort Adams, Rhode Island, and along the Mexican border.

With the discovery of gold in California, it was determined that the Third Regiment would be sent there, as recent desertions (to the gold fields) had decimated the ranks of Captain William T. Sherman’s army. In December 1853, members of the Third Regiment boarded the steamer *S.S. San Francisco* in New York and prepared for the six-month voyage to the west coast. Also on board were the families of the men; Fremont’s family now included three little children.

The first days of the trip were exciting with beautiful weather to compliment the joy felt by those on board. Their joy, however, soon turned to fear and terror as a severe storm struck the vessel and disabled her. Many on board were washed overboard and the ship was in danger of sinking. The steamer was kept barely afloat by the efforts of the crew, with the soldiers formed into bailing parties. It was some time before any rescue vessels were able to approach the stricken *San Francisco*, but soon the survivors were taken off and sent back to New York.

The harrowing experience of the sinking affected Lieutenant Fremont. Soon after returning to Smithville, he handed in his resignation, effective 4 April 1854. He remained in Smithville for a short time but eventually relocated to Wilmington. He worked for a time on navigational improvements on the Cape Fear, but in December of that year, was elected to serve as the Chief Engineer and Superintendent of the Wilmington and Weldon Railroad.

This single-track road (known until 1855 as the Wilmington and Raleigh) had been constructed in the late 1830s and ran north from Wilmington to Weldon on the Roanoke River. At 161½ miles upon its completion, it was for a time, the longest road in the country. In those early days, trains ran twice daily over wooden timbers (or “stringers”) to which iron plates were nailed. Trains sped along the track at about ten miles an hour and even at that slow speed, there had been many accidents. Indeed, one

A Vermont Yankee Who Fought for the Confederacy

travel guide of the period advised that the safest sections on trains were “the rear cars... Specifically, the safest car in a train was the next to the last one, unless rammed from the rear[.]”

Fremont approached his job with enthusiasm and with his West Point training; he also had the necessary engineering skills required for the tasks ahead. As Chief Engineer and Superintendent, Sewall was overseeing quite a large operation. He was responsible to see that the trains kept to their schedules, safely. Travel by train during this time was difficult and dangerous. There were many passenger complaints at the discomfort, inadequate lighting, cold (or in the summer, heat) and of course, the constant bumping and jostling caused by the links and pins that held the train together.

Along with the newly elected president of the railroad, William S. Ashe, Fremont worked to bring improvements to his road. Fremont’s motto was “Activity, vigilance, economy and industry,” and he brought order where there had been none. Prior to his coming, it was not known how many supplies were on hand; ordering and payment were haphazard. One economical measure attempted by Fremont was the elimination of free passes, or “deadheading” as it was known. There was such a reaction to this, that he was forced to back off.

By 1856, he was able to report that he had consolidated some jobs, thereby reducing the number of employees. He had extended the right-of-way on both sides of the road to increase the distance the engineers would have to stop in case of an emergency. A new depot, complete with bathing rooms and a restaurant, was constructed in Wilmington for the comfort of the passengers. In 1857, a newspaper reported that: “The Superintendent is a gentleman, affable, and attentive to the interests of the company ... Finally, this road is in excellent condition and [it] must be regarded as the first Railroad in the United States.”

While his duties with the railroad kept him quite busy, he was active in community affairs. He was a charter member and served as a senior warden and Vestryman at St. John’s Episcopal Church; in both 1859 and 1860, he was a delegate to the Diocesan Council. With the upcoming political strife, Fremont was: “A political conservative [and] strong Union man [who] cherished the old army but was also a firm believer in states rights.” He had cast his lot with his adopted state.

Early in 1861 (February) Fremont attended a meeting held at the Court House in Wilmington. The men gathered there had decided to form a cavalry company, but: “On motion of Mr. Fremont,” a resolution was passed changing the company into one of Horse Artillery. Fremont outlined his plan for the unit, which would carry two to four six-pounder guns and be armed with the new Maynard breech-loading rifle, as well as the cavalry saber. Fremont felt that thus armed, the men could serve as mounted patrols, artillerymen, or riflemen! It was a tall order for any corps of troops. Although there was some disagreement with his plan, Fremont’s arguments carried the day and the Wilmington Horse Artillery was formed. Noticeably missing from the muster roll was Sewall Fremont’s name.

While remaining available for consultation or even instruction, Fremont had set his sights higher. On 25 February 1861, Governor John Ellis appointed him a Colonel in the North Carolina militia. Even though North Carolina was still technically in the Union, southern troops had been passing through Wilmington on their way to Virginia. As early as March, he,

along with members of the Committee of Safety, a self-styled organization of secessionists, made their way down the Cape Fear and “determined the points at this place to be fortified.” It was thought best not to fortify Fort Johnston, but the construction of a fort along New Inlet was thought necessary. Named Fort Fisher, this would become the largest Confederate earthenwork fort in the Confederacy.

As the spring approached, so did the state approach secession and on 20 May 1861, it became official. Sewall Fremont was anxious to offer his services to the state and wrote to Raleigh. Recommendations were forwarded to Governor Ellis on his behalf: “Permit me to recommend to your Excellency & the Military Board for appointments in the State Corps of Artillery & Engr. the following named gentlemen. For chief: Capt. S.L. Fremont late U.S.A.” The writer, Major (soon to be Major General) W.H.C. Whiting indicated that he had: “an opportunity of witnessing their skill and efficiency in their performance here & of the duties of that corps.”

Fremont also campaigned on his own behalf. In writing to Governor Ellis he said: “I am willing, nay anxious, as a good son of North Carolina by adoption to do what I can to defend her soil from the hostile tread of the oppressor. Influenced ... as I am with the magnitude of work before us I have done what I could by advice and council to arm the state for the coming conflict. I have sought no official position ... but have been ready to respond to any call. ... North Carolina has many valuable sons that only require instruction to make them valuable soldiers.”

Fremont had desired the position of Adjutant and Inspector General for the state, but was instead offered the job of Chief of Artillery and Engineers. General Joseph R. Anderson instead received the appointment of commanding officer in the state and Fremont was relegated as his second in command. Shortly after assuming command, Fremont visited the ongoing work at Confederate (formerly Federal) Point where he had selected the site to build a quadrilateral field work. As his friend and business associate, Charles F. Fisher had been recently killed at the battle of First Manassas, Fremont named the works in his honor. Promoted to the rank of Colonel in both state and Confederate service, Fremont aided in setting up the state’s coastal defenses until February 1862 when he returned to his railroad duties.

Fremont had remained in command of the Cape Fear’s defenses for about six months. His resignation may have been prompted in part by twice being passed over for higher command. He did not get the position of Adjutant General, nor did he retain control of the coastal defenses, but it must be remembered that his priority was the railroad. As the port of Wilmington became the center for the blockade running trade, so did the Wilmington and Weldon Railroad become an extension of the lifeline which maintained General R.E. Lee’s army in the field. Wilmington was the closest major port to the fighting in Virginia and the quicker arms and munitions could get there, the quicker they would be used against the enemy.

At the end on that first year of war, Fremont, in his annual report to the stockholders, touched upon a subject that would plague most railroads throughout the war: the friction that was developing between military officers and railroads. Many times, army officers thought nothing of commandeering a train and using it to transport needed troops or supplies without a thought of the possibility that another train was already on the tracks.

Accidents happened and on several occasions, Fremont wrote to higher officials complaining about the takeover of his trains.

It quickly became apparent that the W&W was ill-prepared to carry troops and the heavy freights demanded by the war while still trying to maintain the daily normal passenger business. When the state demanded that the road carry out the crops at harvest time along the eastern sections, the road asked for assistance in the form of more engines and boxcars. Troop trains were relegated to run at night and civilian traffic ran twice daily during the day. The heavy traffic wore out the T-rails upon which the trains ran and there was little in the way of replacement. Soon, secondary lines found their iron rails being taken up to be used on main lines. When yellow fever struck Wilmington in the fall of 1862, blockade running and the rail transportation hub shut down completely.

The invasion in 1861 and further incursions in 1862 along the North Carolina coast at New Bern, Beaufort, and Morehead City endangered the road as well. There were raids launched from New Bern in December 1862 which struck Goldsboro and in July 1863 at both Rocky Mount and Warsaw. There the raiders tore up track, burned bridges, boxcars and buildings and carried off many slaves. By this date, the road had anticipated such attacks and kept a large work force on hand to repair the damage. Bridge Guards, never numbering more than a few men at the several bridges along the line, could only hope to give advance warning and then escape with their lives.

Labor costs rose throughout the war as laborers became scarcer. Essential materials became nearly nonexistent and the lack of iron affected the railroads throughout the South and as the rail network crumbled it became only a matter of time before it halted completely. Colonel Fremont and his road fared better in some respects than other roads. A pre-war purchase of a machine that repaired rails helped somewhat, as did his purchases through the blockade. Throughout the war the road and its workers performed yeoman duty but with nearly unlimited resources the North proved triumphant.

In Wilmington, the end came early in 1865 with the fall of Fort Fisher and the advance of the Union army towards town. Fremont moved his office, workers, rolling stock, and supplies up the road to Magnolia and continued serving the Confederacy right up until March. There had to be much confusion here as amidst the piles of corn, cotton, grain and potatoes, cars were evacuating soldiers and civilians while mechanics tried to keep the line running. These were indeed the "Ragged End" days of the Confederacy. When Fremont was captured, he was placed under house arrest. He did not go back to work immediately for the road, as it had been taken over by the Federals to transport their own troops and supplies.

After writing a letter to his old classmate, (Union General W. T. Sherman) Fremont received a telegram in reply. Delivered by a Colonel George Granger, a native of Maine, Sherman wrote: "Tell him [Fremont] that I am the same person he knew in the old army but that he is not[.] Tell him I don't want to see [a] man, knowing better that in the present trouble, abandoned the country that nurtured him. ... Tell S. L. Fremont I will give him a pass to Nassau or to a foreign port, but if he remains in our lines he is simply tolerated and must keep close indoors. Let him return to Wilmington and not meddle with the Road or anything pertaining to it." Some time later that summer, Fremont again wrote to

Sherman who had by now calmed down a bit. He wrote: "I have read carefully and matters have changed much since my letter to you. ... I do remember well the kindly relations that existed between us and I also remember the terrible times through which I have passed." At the end of that month, Fremont was administered the Oath of Allegiance at the Provost Marshall's office in Wilmington.

The military authorities retained control over the railroad until August 1865 when it was returned to civilian control. Fremont went back to work for the Wilmington and Weldon Road for several more years. There was much work to be done, burned bridges to be repaired, and track and rolling stock to be replaced. The road was "exhausted and almost bankrupt," but struggled to remain solvent. Needed capital was finally raised by Baltimore businessmen who assumed control over the line. There was much abuse and graft of railroad securities with some stock winding up in the hands of northern prostitutes! It is likely Fremont knew what was happening and by 1871, had enough. He resigned that year to go for work (as Superintendent) with another railroad, the Wilmington, Charlotte and Rutherfordton. He resigned from this road in 1876 and went to work as an architect, building the North Carolina Asylum for Colored Insane in Goldsboro (1878). He was also employed by the Federal government on improvements to the Savannah River (1878-1879) and as City Surveyor for Wilmington (1880-1883). He was able to purchase more land, including Clarendon Plantation, on the west bank of the Cape Fear as well as a house in Smithville (Southport). He also bought 13,000 acres near Rockingham in Richmond County. His intent was to divide the land into 100 acre tracts and entice immigrants from France to the area so fruits, vegetables, and silk cocoons could be cultivated.

On 28 September 1885, his beloved wife, Mary Elizabeth, died in Smithville and was buried in Wilmington's Oakdale Cemetery. On 30 April 1886, a relative wrote to Fremont: "I know it will prove a source of gratification to you to know that some kind friend placed on [Mary's] grave on Easter Sunday a bouquet of beautiful flowers." Sewall never read that letter. He died on 1 May 1886 while working in Memphis, Tennessee. Funeral services were conducted at St. John's Church with many of his friends in attendance and he too was laid to rest in Oakdale Cemetery.

War is an ugly thing, but not the ugliest of things: the decayed and degraded state of moral and patriotic feelings which thinks nothing worth a war, is worse ...

A man who has nothing which he cares more about than he does about his personal safety is a miserable creature who has no chance of being free, unless made and kept so by the exertions of better men than himself.

—JOHN STUART MILL



The Tar Heel World War I Fact Sheet

86,457

Men and women from NC who served in the military

77,889

Men in the United States Army (56,280 White; 21,609 African-American)

7,787

Men in the United States Navy and United States Coast Guard

586 Men in the United States Marine Corps

195 Nurses who served in the United States Army

3,653 Men wounded in combat (Army only)

833 Men killed in action or died of wounds (Army only)

886

Number of men and women who died of disease in the USA

656

Number of men and women who died of disease overseas

1,542

Total number of men and women who died of disease (Army only)

2,375

Total number of Tar Heels who were killed or died in service (Army only)

1 Medals of Honor awarded (another awarded in 1930s)

182

Distinguished Service Crosses (2nd only to the Medal of Honor)

12 Distinguished Service Medals

5 Generals (Army)

5 Admirals (Navy)

Josephus Daniels Secretary of the Navy

Walter Hines Page Ambassador to Great Britain

\$160,000,000.00

Loaned to the US Govt. in Liberty Bonds and War Savings Stamps

\$3,000,000.00

Donated to the American Red Cross and other welfare organizations

250,000

Members of the American Red Cross

2,500,000

Articles manufactured by members of the Red Cross for service members



INDEX / RECALL / 2008

By FRANCES H. WYNNE

- A -

"Diggers": FA 18
"Doughboys": FA 18
"Operation Cobra": SP 13
Abram Gen Staff: FA 2
AIR FORCE
Air Corps: SP 14
Davis-Monthan AFB, Arizona:
SP 12
Fifteenth Air Force: SP 12
Laughlin AFB, Texas: SP 12
RF-86: SP 12
Turner Air Force Base, Georgia:
SP 12
United States Air Force: SP 12
Ai Jung Ja: FA 3
Soo Koon: FA 2
Airlie Farm: SP 8
Alexander Tom: SP 24
Allen Robert: SP 16
Allies: FA 1
Aquila Saw PFC: FA 5
ARMY
1st Brigade 1st Iraq Army
Division: FA 24
4th Army: FA 19
Australian Imperial Force: FA 19
British Expeditionary Force: FA 20
North Korean: FA 1,2
South Korean: FA 1
Third Army: SP 13,14,15
Arlington National Cemetery: FA
18
Armfield James V Sgt: FA 20
Arsenal United States: SP 17
Atkinson Nadine: SP 5
Walter G: SP 4
Walter Sgt: SP 4
Australian War Memorial: FA 18
AWARDS/CITATIONS
Air Force Commendation Medal:
SP 13
Air Medal: SP 13
Bronze Star: SP 11, FA 14
Congressional Medal of Honor:
SP 10
Distinguished Flying Cross: SP
13
Legion of Merit: SP 11
Navy-Marine Corps Medal: SP 11

- B -

B-17 Flying Fortress: SP 11
Baird Alfred Hunter: SP 8
BATTALION
"A" Battery 57th Field Artillery
Battalion: FA 9
"B" 15th Antiaircraft Artillery
Battalion: FA 9
105th Field Signal: SP 9
115th U S Machine Gun: FA 21
1st AIF: FA 21
1st Battalion 315th Infantry: FA 8
1st Polar Bear: FA 2

2nd 120th Infantry Regiment:
SP 14
2nd Battalion: FA 4
2nd Ranger: SP 13
5th NC Cavalry Battalion: SP 8
5th Ranger: SP 13
73rd Heavy Tank Battalion: FA 9
87th Chemical Mortar: SP 4
Company "C" 13th Engineer
Battalion: FA 9
BATTLE
Al Fadhil: FA 13
Batchelor's Bay: FA 15
Buena Vista: SP 7
Chancellorsville: SP 15
Cowpens: SP 19
Eutaw: SP 19
Greenville-Tarboro-Rocky
Mount: FA 17
Japanese attack on Pearl Harbor:
SP 6
Kings Mountain: SP 19
New Market: FA 8
Omaha Beach: SP 13,14
Plymouth: FA 15
Port Royal, South Carolina: SP 7
Somme Offensive 1918: SP 9
St Lo: SP 13
The Breakout: SP 13
Trents Reach: SP 8
Bean C E W: FA 21
Bedfordshire Incident: SP 2
Belton Tom: SP 6, 15, 24
Black Charlene: SP 13
James A, LTC (Ret), U-2 Pilot:
SP 12
Blackbeard: SP 3
Blackwell, Robert Lester PVT:
SP 10
Blair Dale: FA 18,24
BOAT
Anti-submarine corvettes: SP 2
Arctic: SP 8
Axis submarines: SP 2
Caribasca American freighter:
SP 2
CSS Equator: SP 7, 8
CSS North Carolina, Richmond-
class Ironclad: SP 7
CSS Torpedo: SP 8
CSS Virginia (Merrimack): SP 7
German submarine menace: SP 3
German U-boat: SP 4
Gunboat CSS Nansemond: SP 7
Gunboat CSS Resolute: SP 7
Gunboat Savannah: SP 7
HMS Bedfordshire: SP 3
Ironclad CSS Georgia: SP 7
Ironclad CSS Raleigh: SP 7
Ironclad North Carolina: SP 8
Monitor: SP 7
Norlinda steamship: SP 2
U-123: SP 2
U-boat 558: SP 3
U-Boats: SP 2

Union vessel Britannia: SP 7
Union vessel Howquah: SP 7
Union vessel Nansemond: SP 7
US merchant ships: SP 3
USS Congress: SP 7
Yadkin: SP 7
Bortner Donald Cpl: FA 5
Boswell Col: FA 21
Bowman Lt: FA 21
Bradley Omar, Gen: SP 14, 13
Brand Brig Gen: FA 22
C H Brig Gen: FA 21
BRIGADE
18th NC: SP 15
54th US Infantry: FA 21
59th: FA 21
60th US Brigade: FA 20, 21
Brooks Nora: SP 24
Richard H Cpt: FA 23
Brown Charlie: SP 11
Brydges Christian Padre: FA 10
Buchanan Franklin Flag Officer:
SP 7
Bullnek Sgt First Class: FA 4, 5, 7
Burton F N W: SP 17
Butler B F Gen: FA 15

- C -

Cameron John D Col: SP 20
Campbell: SP 19
Peggy: SP 24
Wayne Col (Ret): SP 12
Carmichael William D, Jr: SP 12
Carne W A Lt: FA 23
Carr Govenor: SP 19
Cathey Amy: FA 14
Thomas Lane Col: FA 13, 24
Centennial Exposition at
Philadelphia: SP 17
Legion: SP 17
Central Intelligence Agency: SP 12
Chase Philander Jr, Rev: FA 11
Cheatham James T: SP 1
Chetham James T Cmdr (Ret):
SP 11
Chin Te Ho: FA 7
Citadel: FA 5
CITY
Amiens: FA 19
Anchorage: FA 3
Asheville NC: FA 13, 14, SP 20
Baghdad: FA 13, 14, SP 1
Bainbridge, GA: SP 12
Baltimore: SP 2
Beaufort, North Carolina:
SP 1, 3, FA 15
Berlin Germany: FA 2
Boston: SP 17
Brest: SP 15
Chancellorsville, VA: SP 15
Chapel Hill: SP 11
Charleston SC: SP 2,17,19
Cherbourg: SP 5
Clayton, NC: SP 24
Clemson, SC: SP 12
Clinton, SC: SP 12
Columbia, SC: SP 12
Coronado, Calif: SP 11
Cross Creek: SP 17
Danville, Virginia: SP 4, 6
Edenton: FA 15
Elizabeth City: FA 17
Fairfax Virginia: FA 3
Fayetteville: SP 16, 19, 20
Halifax: FA 16
Hampton, VA: SP 7
Havana: SP 20
Hokkadate: FA 5
Inchon: FA 2
Jamesville: FA 16
Karmah: FA 13
Khan Dari: FA 14
Kharma: FA 14
Leaksville (NC): SP 4, 5
Liege, Belgium: SP 5
Malmody, Belgium: SP 5
Malo: SP 15
Manilla, Philippine Islands:
SP 6, FA 3
Morehead City, North Carolina:
SP 1, 3
Mortain: SP 15
Nassar Wa'Salam: FA 13,14
New Bern: FA 15, 17
New Orleans: SP 4
New York: FA 3, SP 3
Norfolk, Virginia: FA 15,
SP 3, 7, 8
Pasadena, Calif: SP 8
Plymouth: FA 15, 17
Princeville: FA 16
Pusan: FA 2
Raleigh: SP 17, 20
Richmond: FA 15, SP 7, 8
Rocky Mount: FA 16, 17
Rome: FA 18, SP 20
Saigon, Viet Nam: FA 2
Salter Path, North Carolina: SP 2
San Francisco: FA 3
Sapporo: FA 2, 4
Savannah, Georgia: SP 8
Scotland Neck: FA 16
Seattle: FA 3, SP 11
Sendai Japan: FA 3
Seoul: FA 1, 2
Shanghai: SP 12, 13
Shoemaker, CA: SP 12
Sparta: FA 17
St Lo: SP 13
St. Jean-de-Daye: SP 13
Summerton South Carolina: FA 5
Suwon, Korea: FA 1,2,8
Tarboro NC: FA 15, 17
Tokyo: FA 3
Washington, NC: FA 15, 16, 17
Waycross Georgia: FA 7
Waynesville, NC: FA 13
Williamsburg, VA: FA 11
Wilmington: FA 7, 16, 24
Winton: FA 15

Yokahama: FA 8
York, SC: SP 12
Yorktown: SP 19
Clanton Roy B M/S: FA 7
Sgt: FA 8
Clemson University: SP 12
Cleveland Ben: SP 19
COMPANY
"A" Company: FA 2, 3, 5, 7, 8
"E" Company: FA 2, 4, 9
"L" Company: FA 5
379th Bomber Group: SP 11
LaFayette Light Infantry: SP 17
Radio Company: SP 9
Wire: SP 9
COUNTRY
England: FA 19
France: SP 4, 5
Germany: SP 5
Italy: FA 18
Japan: SP 5, 12
Mexico: SP 17
COUNTY
Fauquier Co, Virginia: SP 8
New Hanover: SP 15
Union: SP 10
Cochran Robert: SP 16
Cody George Capt: FA 3, 9
Cohen Michael: FA 17
College of William and Mary:
FA 11
Combs Edwin: FA 16
Cooke James W Lt: FA 17
Cope Harley F Capt: FA 11
Cornwallis: SP 19
CORPS
American II Corps: FA 19, 20
British III Corps: FA 22
Marine: FA 11
Navy Chaplain Corps: FA 11
X Corps: FA 9
Covach John Col: FA 1, 3, 24
Waldtraut: FA 3
Craig Stanley: SP 3
Cunningham Thomas Sub-Lieut:
SP 3
Cushing William B Lt USN: FA 15
Cutler Merritt D Sgt: FA 22

- D -
Darby's Rangers in Italy: FA 6
Davis Barrie: FA 24
Jefferson: SP 18
Dietrich Marlene: SP 5
DIVISION
101st Airborne: SP 13
105th Engineer Train: FA 20
108th Engineers: FA 20
12th Strategic Aerospace
Division: SP 12
1st Infantry Division: SP 15
1st Infantry, D-Day: SP 13
27th Division: FA 19, 20, 21, 22,
23
29th Infantry D-Day: SP 13
30th Artillery Division: SP 14
30th Division: FA 19, 21, 22, 23,
SP 9
30th GOC Division: FA 21
30th Infantry Division
World War II: SP 13, 15

33rd Division: FA 19
33rd US Division 65th Brigade:
FA 19
4th Brigade 1st Iraqi Army: FA
13, 14
4th Infantry D-Day: SP 13
5th Australian: FA 21
75th British: SP 9
Co K, 119th Infantry, 30th Div:
SP 10
Seventh Infantry: FA 2
Donitz (German Adm): SP 2, 4
Dowdey Daniel: SP 8
Dowell Lt: FA 5, 6
Downes Bart: FA 3
Tommy: FA 3

- E -

Eakins Owen J Cpl: SP 15
Ebersole Charles D Pvt: FA 23
Egan Capt: FA 21
Eisenhower President: SP 12
Elliott Gilbert: FA 15, 16
Robert: FA 16
Ellis & Howard on the Neuse
River: FA 16
Ezekiel Moses Jacob Sir: FA 18

- F -

Fayetteville Independent Light
Infantry: SP 16
Ferguson Gale, Sgt: FA 2
Kings Mountain: SP 19
FLEET: South Pacific: SP 11
Florsheim shoes: SP 2
Fonvielle Chris, Dr: SP 24
Forrest French Flag Officer: SP 7
SP 8
FORT/CAMP
Benning, Georgia: SP 5, 6: FA 6
Bougainville: SP 11
"Camp Adam": SP 20
Camp Crawford: FA 2, 3, 5, 8
Camp Drake: FA 3, 5
Camp Fuji: FA 2, 5, 6, 7
Camp Schimmelpennig: FA 3
Camp Sevier, SC: SP 9, 10
Clark: FA 15
Fisher: SP 17, 24
Fort Bragg, North Carolina: SP 6
Fort Hatteras: FA 15
Fort Lawton: FA 3
Fort Rucker Alabama: SP 4
Fortress Monroe: SP 8
McCord Airbase: FA 3
Oglethorpe, Georgia: SP 6
Tulagi: SP 11
Fowle Govenor: SP 17
Fox Clifford Lt: FA 3
Frazier John B Capt: FA 11

- G -

Gaskill James: SP 2
Thurston: SP 2
German Military Historical
Research: SP 2
Glenn James D: SP 17
Goddard Calvin H LtC: FA 20
Goldberg David Rabbi: FA 11

Goncarovs Guntis: SP 24
Gow Kenneth Lt: FA 23
Graham: SP 19
Greenfield Milton: SP 6
Grove Wm Barry, Lt: SP 17

- H -

Hague Convention: FA 20
Haig Douglas British commander-
in-chief: FA 19
Halsey, "Bull" Adm: SP 11
Hamilton, Thomas, Adm: SP 11
Hampton: SP 8
Wade: SP 18
Han Woo Sung: FA 3
Haneda Airport Tokyo: FA 3
Hardigan Reinhard: SP 2
Harrington Sion H III LtC Ret:
FA 18, 24, SP 10, 24
Sion H Lt (jg) Chaplain: FA 10
Harris Henry: FA 15, 24, SP 7
Hartigan W F L Maj: FA 21
Hawkins Governor: SP 16
Hertel Capt: FA 5, 6, 7
Hill D H: SP 17
Lt: FA 21
Hindeburg line: SP 9
Hitler: SP 3
Ho Chin Te: FA 7
Hoffman, Alice, Mrs: SP 2
Holmes A W Maj: FA 21
Holzapfel Lt: FA 5, 8
Hoover J. Edgar: SP 1
Howard Marvin: SP 2
Humbert I King of Italy: FA 18
Hussein Saddam: SP 1

- I -

Improvised Explosive Device
(IED): FA 14
INDIANS Cherokee: SP 10
INFANTRY
120th Infantry: FA 19
129th Infantry: FA 20
131st Infantry: FA 19, 20
Washington Light Infantry: SP 17
ISLAND
Harker's: SP 1, 2
Hokkaido: FA 2, 3, 4
Honshu: FA 4
Mindanao: SP 6
Ocracoke Island: SP 1, 3
Philippine Islands: SP 6
Roanoke Island: FA 15, SP 18
Shemmia: FA 3
Treasure Island, San Francisco,
CA: SP 12

- J -

J Y Joyner Library East Carolina
University: FA 16
Jackson Thomas J "Stonewall,"
Gen: SP 15
James River Squadron: SP 8
Jefferson President: SP 16
John Carey School: SP 7
Johnston Joseph E, Gen: SP 8
Jones Catesby R: SP 7
Fred P Sgt: FA 20
John Pembroke: SP 7

Mary Booker: SP 7
Sgt: FA 4
Judy Will Lewis Capt: FA 19
John William J Lt Com: FA 11

- K -

KATUSA: FA 2, 7
Keesing Rear Admiral: SP 11
Kennedy Anne: FA 3
Kirsten: FA 3
Kessing Oliver "Scrappy": SP 11
Kim Young Oak Col: FA 3
Kirkpatrick W F, Sgt: SP 17
Krech Gunther: SP 3
Kuhn Chaplain: FA 12
Kure Beach: SP 24

- L -

LaFayette: SP 17
LCVP: SP 5
Lee Light Horse Harry: SP 19
Millie: SP 24
Robert E Gen: FA 18, SP 24
Legge Alan Lt: FA 5, 6
Leonhardt George: FA 23
Lewis Edward M Maj Gen: FA 21
Lili Marlene: SP 5
Lincoln President: SP 17
London Jane Vance: SP 7
Luftwaffe Pilot: SP 11
Lynch William F Capt: FA 17, SP 8

- M -

MacKay A G Gunner: FA 21
Mackay Iven Brig Gen: FA 21
Macrae James C: SP 16
Major Lt: FA 6
Terrance Lt: FA 3, 5
Mallory Secretary: FA 16, 17
Stephen R: FA 15
Stephen, Sec of Navy: SP 7
Marciano Anteola: FA 6
Margavage Chips: FA 9
Marines: FA 7
Marion Swamp Fox: SP 19
Marshall Adam Father: FA 11
Martin & Elliott: FA 17
Martin & Elliott on the Roanoke
River: FA 16
Martin & Elliott on the Tar River:
FA 16
Martin William F: FA 15, 16
Martz Bobby "Hooker": FA 9
Mason Red Maj: FA 6
Massenkarambolage:
Mass confusion: FA 8
McArthur Gen: FA 8
McClellan General: FA 15
McKay Henry Bacon: FA 23
McMillan John, Capt: SP 16
McNair Leslie, Lt Gen: SP 14
Military History Collection
Project: FA 24
Military Transition Team: FA 13
Militia: SP 20
Minitz Adm: SP 11
Monash Sir John Lt-Gen:
FA 19, 22
Mooseme: FA 5
Morehead City Hospital: SP 2

Morgan: SP 8, 19
Mount Fujiyama: FA 2
Mt Fujiyama: FA 6
Mullins W S: SP 19
Muse William T: SP 8
Myers: FA 17

- N -

NAVY Chaplain Corps: FA 11
Confederate States Navy: SP 7
CSN Commander for NC: FA 17
Fifth Naval District: SP 2
Royal Canadian Navy: FA 10
Union: FA 16
Virginia Navy: SP 7
West German Navy: SP 2
Naval Academy: SP 11
Newton Georgia: SP 8
Willard M Pvt: FA 20
Nichols Robert Dr: FA 18
Nielson Paul H Pvt: FA 9
North Carolina General Assembly:
SP 6

- O -

O'Casey Sean: FA 5
O'Ryan John F Maj Gen: FA 20, 22
OCEAN Atlantic: SP 2
Caribbean: SP 2
North Atlantic: SP 3
North Sea: SP 11
Pacific: SP 1, 3
Olds F A Col: SP 17
Ones J Pembroke, Lt: SP 7
Orwell George: FA 3
Ovenshine Col: FA 7,8
Richard Col: FA 4

- P -

Packenhams: SP 16
Parker Samuel Iredell 2LT: SP 10
Pasefield W O Lt: FA 22
Patton, George, Jr, Gen:
SP 13, 14, 15
Pegram: SP 8
Pennsylvania Military College:
FA 1, 3, 9
Pershing John, General, American
commander-in-chief:
FA 19, 20, 22, 23
PICTURE
"Ye Old Pub": SP 11
7th Division Patch: FA 2
Atkinson Walter: SP 4
Award Citation Bronze Star:
FA 14
Cathey Thomas Lane: FA 13
Collins J Lawton, Lt Gen: SP 4
Confederate monument at Arling-
ton National Cemetery: FA
18
CSS Raleigh: SP 8
Jones John Pembroke Lt: SP 7
Map of Korea: FA 1
Moses J Ezekiel: FA 18
North Carolina Civil War Battle
Flag: SP 15
O'Callahan Joseph T Lt (jg)
USNR: FA 11
Religious services USS South

Dakota: FA 10
Robert Lester Blackwell: SP 10
Whitlow Evelyn B, 1st Lt: SP 6
Pierce Palmer E Brig Gen: FA 21
PLACE NAME
Annapolis: SP 11
Asia: FA 1
Atlantic Beach: SP 1, 2
Barretts Point: SP 7
Bataan: SP 6
Bellicourt: FA 22, SP 10
Bermuda: SP 2
Big Bethel: SP 17
Bogue Banks: SP 2
Bony: FA 22
Brest Peninsula: SP 13
Cape Hatteras: SP 3
Lookout: SP 1, 2, 3
Chaffins Bluff on James River:
SP 8
Chesapeake Bay: SP 3
China: SP 12
Communist China: SP 13
"Cool Spring": SP 20
Corregidor: SP 6
Cross Creek: SP 20
Eastern North Carolina: FA 15
Edwards Ferry: FA 16, 17
England: SP 11, 14, 16
Europe: SP 4, 8, 11
Far East: SP 4
Gallipoli: FA 22, 23
Germany: SP 11
Gillemont Farm: FA 22
Gotemba Station: FA 6, 8
Great Lakes, MI: SP 12
Guilford: SP 19
Guoy: FA 22
Halifax, Nova Scotia: SP 3
Hamel: FA 19
Harrington Hill: SP 17
Hatteras Inlet: SP 1, 3
Hindenburg Line: FA 20, FA 21
Honshu: FA 8
Howard's Grove: SP 17
Hurdle Mills, Person Co, NC:
SP 10
Iraq: FA 13, 14
Japan: FA 2, 3
Kimbolton, England: SP 11
Knoll: FA 22
Korea: FA 2, 5, 9, 12, 13
Kunp'ojang: FA 8
Leasburg, Caswell County: SP 6
Long Island, New York: SP 1
Namwang: FA 8
New Inlet: SP 7
Newfoundland: SP 3
Norfolk-Gosport: FA 15
North Carolina coast: SP 3
North Carolina Outerbanks: SP 1
Northern Honshu: FA 3
Ocracoke: FA 3
Ocracoke Harbor: SP 3
Ocracoke Inlet: SP 3
Ocracoke Village: SP 3
Ocracoke: SP 1
Okinawa: FA 3
Onslow Bay: SP 2
Outerbanks: SP 1, 2
Panama: SP 3, 4

Panama Canal: SP 4
Pearl Harbor: SP 4, 6
Pembroke farm: SP 7
Ponte Vedra, Florida: SP 1
Quennemont Farm: FA 22
Saint Mere Eglise: SP 5
Seven Springs: FA 16
Silver Lake, Ocracoke Island:
SP 3
Snug Harbor: SP 3
South Korea: FA 1, 3, 7
Soviet Union: SP 12
St Souplet, France: SP 10
Sumter: SP 19
Thirty-eighth parallel: FA 1
Tillery's Farm: FA 16
Tivington, England: SP 4
Utah Beach: SP 4
Vancouver, BC: SP 11
Villers-Faucon: FA 21
Virginia border: SP 1
Walmi-Do: FA 8
Yokouska, Japan: SP 11
PLATOON
2nd Platoon: FA 5
3rd Platoon: FA 4, 5
4th Platoon: FA 5
IS Platoon: FA 5
Porter John L, CSN: FA 16
Potter General: FA 15, 17
Powers Francis Gary: SP 12
Province Anbar: FA 13
Pratt Merritt C Sgt: FA 20
President: SP 1

- Q -

Quinn Bill: FA 8
Quire Pvt: FA 8

- R -

Rahn Werner, Capt.: SP 2
Ransom M W: SP 18
Rawlinson Sir Henry Gen: FA 19
Read G W Maj Gen: FA 19
Regan (sic) Ronald, Pres: SP 6
REGIMENT
105th Engineers: FA 23
106th U S Regiment: FA 22
107th: FA 21, 22, 23
108th: FA 22
117th: SP 14
117th Infantry: FA 23, SP 9
118th Infantry: SP 9
119th: SP 14
119th, 120th Infantry: SP 10
120th: SP 14
120th Infantry: FA 23
131st Regiment: FA 19
132nd Regiment: FA 19
1st NC: SP 10
6th NC Cavalry Regiment: SP 8
11th GA Cav: SP 8
31st Infantry "Polar Bears":
FA 2, 4
31st Infantry Regiment:
FA 3, 8, 9
501st Parachute Infantry: SP 13
Bethel Regiment: SP 17
Co A Second Regiment NC State
Guard: SP 17

Co A, Second Regiment,
NC Volunteers: SP 20
Cumberland Co F, North Carolina
Regiment: SP 17
First, North Carolina Volunteers:
SP 17
Regimental Combat Team: FA 9
Second Regiment: SP 17
RIVER
Cape Fear River: FA 16, SP 7
Elizabeth River: SP 7
James River: SP 8
James River batteries: SP 7
James River Squadron: SP 7
Neuse River: FA 16
New Inlet River: SP 8
Rio de la Plata, Argentina: SP 8
Roanoke River: FA 15, 16
Tar River: FA 16, 17
Tigris: FA 13
Richmond Light Infantry Blues:
SP 18
Ripley Richard M: FA 24, SP 24
ROAD St Lo-Periers Highway:
SP 14
Rochelle J H, Lt: SP 7
Rohwer Jurgen Dr: SP 1
Roosevelt Kermit, Gen: SP 5
Teddy, Pres: SP 5
Theodore, Jr.: SP 2
Rossi Lawrence Cpl: FA 6
RAILROAD
Wilmington Weldon Railroad
bridge: FA 16, 17
Russian-American interests in
Asia: FA 1

- S -

Salisbury A G LtC: FA 21
Samuelson Ken: SP 4
Santo Tomas University: SP 6
Savannah Squadron: SP 7
Schoening Carl S1C: FA 7,8
Scott Charles, Gen: SP 24
Fred CMSgt (USAF Ret): SP 24
Shelby: SP 19
SHIP
Battleship North Carolina: FA 10
Carrier US Franklin: FA 11
Confederate ironclad: FA 15
Cruiser Manchester: FA 3
CSS Albemarle: FA 15, 16, 17
CSS Neuse: FA 16, 17
General Hill: FA 17
Governor Morehead: FA 17
H I Hunley: SP 24
Ironclad Virginia (Merrimack) :
FA 15
LSP: FA 8
Tarboro Ironclad: FA 15
Tarboro: FA 16
USNS Butner: FA 8
USNS Mitchel: FA 2
USS North Carolina: FA 12
Sinclair-Maclagan E G Maj Gen:
FA 21
Sloan Billy Pvt: FA 5
Smith Robert E: FA 19
Soo Koon Ai: FA 1, 2
Sophie Magazine: FA 13

Southern Historical Collection
UNC Chapel Hill: FA 16
Spence Col: FA 23
Spilker Jack Capt: FA 4,5
SQUAD 1st Squad: FA 8
Wilmington Squadron: SP 7
STATE

California: FA 3
Delaware: SP 19
Florida: SP 2
Georgia: SP 19
Louisiana: FA 3
Maryland: SP 2, 19
North Carolina: FA 15, 24, SP 2, 7, 17
Pennsylvania: FA 1
South Carolina: SP 17, 18, 19
Virginia: FA 5, 15, SP 2, 7, 18
St Mary's College, Calif: SP 11
Stanley John W Capt: SP 9
Steigler Franz: SP 11
Stingham S H Flag Officer: FA 15
Strange Robert: SP 19
Symons Lt: FA 19

- T -

Taylor Jean Ann: FA 3, 24
Telford William M Sapper: FA 19
Towers Frank: SP 13

TROOPS
11th North Carolina: SP 17
Australian: FA 18
Clarendon Guards: SP 17
Truman, President: SP 12
Tuttle Wild Bill: FA 4
Tyndall Paul: SP 1, 2

- U -

Ulithia: SP 11
United Daughters of the
Confederacy: FA 18
United Nations Offensive: FA 9
Univ of Georgia: SP 11
Univ of Iowa: SP 11
US Army War College: FA 20
US Naval Academy: SP 7

- V -

Vance Senator: SP 18
Victor Emmanuel II of Italy:
FA 18
Virginia Military Institute: FA 18

- W -

WAR
Iraq War: FA 24
Korea: FA 1, 18, 24, SP 5, 24

Korean War Stories: FA 24
Mexican War: SP 7
Persian Gulf: SP 1
Revolutionary War: FA 20
U-Boat in WWII: SP 1
Vietnam: FA 18
War Between the States: FA 18
War of 1812: SP 19
World War I: FA 11, 18

WAR

World War II: FA 1, 6, 7, 10, 11, 18
World War II: SP 1, 10
Walker Thomas I: FA 5
Warnke Joe: SP 8
Washington: SP 19
Light Infantry: SP 19
Light Horse: SP 19
WATERWAYS

Albemarle and Chesapeake Canal:
FA 15, 16

Vire et Taute Canal: SP 13
Dismal Swamp: FA 15
Hendrick's Creek: FA 16
San Quentin Canal: FA 22
Hatteras Inlet: FA 15
St Quentin Canal: FA 21,23
Yellow Sea: FA 8
Weeks John W Secretary of War:

FA 18

Western Carolina University: FA 13
White Leslie Charles Pvt: FA 20
Whitlow Evelyn Barbara: SP 6
Robert Norwood: SP 6
Ruth Carolina Stephens: SP 6
Wiechman Ralph Pastor: FA 3
Willard: FA 17
William and Mary College: SP 7
William I Emperor of Germany:
FA 18

Willis Jack: SP 1, 2
Mary: SP 8
William Jones: SP 8
Wilslow (sic) John: SP 16
Wilson Woodrow Pres: SP 4

WING

4080th Strategic Reconnaissance
Wing: SP 12
Winslow Lee, Esq: SP 19
Wise Jennings: SP 19
Wolf I Pvt: FA 20
Womble Phelps Lt: FA 4
Woo Sung Han: FA 3

- Y -

Yarborough Roby G 2Lt: FA 23
Young Oak Kim Col: FA 3

Free Publications Catalog, Discounted Books

The N.C. Department of Cultural Resources has as its theme "History Happens Here." For anyone interested in exploring North Carolina's rich history, the Historical Publications Section of the state Office of Archives and History offers a wide variety of affordable Tar Heel books. The section's free catalog, which offers more than 160 titles, is now available.

The Moravians of Piedmont North Carolina have left their indelible stamp on the history and culture of the state. Another new title, Volume 13, 1867-1876, of "Records of the Moravians in North Carolina," contains edited church diaries and minute books kept by Moravian ministers, which provide insight into their communities after the Civil War.

The original publication in 1964 of Joffre Lanning Coe's "The Formative Cultures of the Carolina Piedmont" represented a landmark in American archaeology. This classic work has recently been reprinted by the Office of Archives and History and is featured in the Publications

Section's new catalog.

Among the Historical Publications Section's most popular titles are paperback books about legends from across the state, the "Tar Heels" nickname, highway historical markers, lighthouses, pirates, the Lost Colonists, and African Americans. In addition, the new catalog describes short histories of 13 North Carolina counties and 11 books about the state's participation in military engagements from colonial Indian wars to World War II. Separate sections describe six black history titles and 12 Civil War books.

To receive a free catalog with information on how to order, write: Historical Publications Section (N), Office of Archives and History, 4622 Mail Service Center, Raleigh, NC 27699-4622; telephone (919) 733-7442; or e-mail trudy.rayfield@ncmail.net. The Publications Section's books, many of which are now on sale at discounts of 50% or more, can also be ordered from the section's secure online store at

North Carolina Military Historical Society

Class of Membership: ANNUAL (\$20.00 a year) LIFE (\$200 one time)

Amount enclosed: \$ _____ for calendar year (Jan.-Dec. 2004)

NEW MEMBER RENEWAL

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

TELEPHONES: (Office) _____ (Home) _____

Please make check payable to NCMHS and mail to: NCHMS, 7410 Chapel Hill Road, Raleigh, NC 27607-5096

EDITOR'S TACK ROOM

By Richard M. Ripley

A report of the 2009 ANNUAL MEETING AND SYMPOSIUM

BY TOM ALEXANDER

The annual meeting and symposium of your Society was held on 16 May at the N.C. History Museum. At 10 a.m., President Tom Belton opened the meeting, welcoming members and guests, followed by a brief business meeting with reports of the officers. The nominations for the coming year's officers are as follows: Tom Belton, President; Peggy Campbell, First Vice President; Tom Alexander, Second Vice President and acting Recording Secretary; and Charles Scott, Treasurer. Si Harrington will fill the office of Past President. New Directors elected to three-year terms are Bob Basnight, Vance Holt, Carlton Harrell and John Winecoff. Charles Scott will fill the remaining one-year term.

The first program was a brief picture tour of our military museum at Kure Beach conducted by Tim Winstead. It was followed by an interview with George Cattelona. George enlisted in the Marine Corps in 1943 and on 19 February 1945 found himself going ashore at Iwo Jima as a member of the Fifth Marine Division. He was a member of a 105mm howitzer crew. Needless to say, things got pretty hot for George.

Bruce Daws came in full uniform and gave an excellent program on the Fayetteville Independent Light Infantry. He has served as Major and commanding officer of this old and respected military organization since 1984.

The day concluded with a program by Dick Ellis. Dick was drafted into the Army in 1966 and soon found himself in Vietnam where he was assigned to the American Forces Vietnam Network. Not one to sit still, he armed himself with an M-2 Carbine and traveled to many of the hot spots in the country.

Many thanks to Tommy Dorsey for his interesting display of Japanese and American Military hardware.

Photos, Interviews Sought

In 1998, the N.C. Division of Archives and History began Phase III of its effort to better document the state's 20th century military experience. Previous phases have focused on the period from 1900 through the end of the Korean War. Though still actively collecting and preserving items from this era, the Archives is seeking to honor North Carolina veterans who served North Carolina and the nation from 1954 through the present.

The Military History Collection Project also is engaged in an extensive oral history program. People around the state are encouraged to tape interviews with veterans of all time periods and services for deposit in the Military Collection of the State Archives. If you have items to share, please mail them to or contact: Sion Harrington III, Coordinator, Military Collection Project, North Carolina Division of Archives and History, 109 East Jones Street, Raleigh, N.C. 27601-2807; or call 919-807-7314. E-mail: sion.harrington@ncmail.net.

Contribute Articles to Recall

Readers are invited to submit material to *Recall*. In choosing material for publication, the editor of *Recall* will give preference to articles of unusual significance and transcripts or abstracts of difficult-to-locate records. Material submitted for publication will be reviewed by persons knowledgeable in the areas covered for validity, significance, and appropriateness. All material will be edited for clarity and conciseness. Manuscripts should be sent to the Editor, 4404 Leota Drive, Raleigh, N.C. 27603. Tel. 919-772-7688. E-mail: ripleyn@nc.rr.com.

In this issue ...

Survivor of Cassino, Anzio, & Sunny Italy	1
What It Takes to Earn a Medal of Honor	4
Hugh C. Kiger, USMC	5
Confederate Naval Roster	5
War Wounds Lead to Matrimony	6
The Morris Guard's Flag	8
Your Museum Is Alive & Well	9
The Last Ones	10
An English Lass Meets a Yankee Airman	11
The Story of William Jesse Beach	13
A Confederate Mother	14
Lieutenant Robert B. Carr	15
A Soldier of the W & W Railroad	16
The Tar Heel World War I Fact Sheet	19
Index / 2008	20
Free Publications Catalog	23

The North Carolina Military Historical Society

7410 Chapel Hill Road
Raleigh, North Carolina 27607-5096

NON-PROFIT ORG.
U.S. POSTAGE
PAID
CARY, NC 27511
Permit No. 551