

Mr. Patterson, the owner, had received a promise that it should be spared, and the people of East Tennessee had been largely supplied from it. But General Gilliam when not immediately under General Stoneman's eye, could not restrain his propensities.

While the raiders were in the Yadkin River bottom they were detained three days by freshets. Small parties scoured the country, carrying off all the horses and mules, and burning the factories. There seemed to be no systematic plan of destruction; for while some mills and factories were burned, others, in the same neighborhood and quite as easily accessible were spared.

Leaving Wilkesboro on the thirty-first of March, General Stoneman moved over into Surry county, in the direction of Mt. Airy, and thence into Virginia aiming for Christenburg on the Tennessee Railroad. A portion of the command being detached to Wythesville, was met near that place by General Duke's cavalry, and repulsed, but rallying took the town and destroyed the depot of supplies there.

At Salem and Winston private property was protected; no pillage being permitted. This was probably owing to the fact that the inhabitants having had notice of the approach of the raiders sent a deputation to meet them and to make a formal surrender of the town.

At Mocksville, a number of the citizens, supposing it was only a small squad that was hurrying through the country and plundering, prepared to give them a warm reception and a short distance from town firing on the advancing column.

General Sherman's detour into Virginia had completely mystified the people of North Carolina. They breathed freely as he passed over the border, and congratulated themselves that the dreaded raid, which for weeks had been anticipated, was so soon at an end.

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As soon as the town was quiet, a strong force was detailed to attend the railroad bridges across the Yadkin six miles distant. Here strong fortifications on the Davidson side of the river had been erected, under Beauregard's supervision on a hill commanding the bridge on and the Rowan shore.

The assault returned to assist in the destruction of the public stores at Salisbury, which I have before stated were immense. They had been accumulating there for weeks from Columbia, Charlotte, Richmond, Danville and Raleigh.

On the night of the 12th-13th the ordnance stores, arsenal, foundry, with most valuable machinery, the government steam distillery, the depots and other buildings belonging to the Central and Western roads, and other public buildings were fired.

A large building three stories high originally built for a cotton factory, but for some time past occupied by Federal prisoners, all of whom a few weeks previous had been sent to Richmond and Wilmington for exchange—together with the barracks and all the other buildings connected with it, were burned and it may be imagined that the Federal soldiers felt a peculiar satisfaction in the destruction of the spot so memorable to them—want and despair.

General Sherman's policy towards the inhabitants of Salisbury is a very striking illustration of the principles which, in a previous chapter, I have endeavored to show were the only true and generous and really politic guide for the commanders of an invading army.

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On the 13th the terrific explosion of the magazine finished the work, and that evening the Federals moved off toward Statesville, riding most of the night as if under apprehension of pursuit.

General Stoneman must certainly have been allowed to accomplish his ends with a skill, celerity and daring which entitle him to high praise as a military leader.

I have taken no pleasure in this recital of injuries, insults, inhumanity and breach of faith.

It may be well, too, if public attention be directed by such narratives to an investigation of the laws of war and some injury be suggested as to necessity of their being revised and mitigated.

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Old Favorites Improved: After World War I. New York Sun. This town is too much for us, late in the day. Getting and spending, we lay waste our powers; Little we see in New York that is ours, And yet we stammer with our power.

Durham & Southern Daily Trains. South No. 41. North No. 42. Schedule in Effect September 22, 1914.

Snowdrift Hogess Lard. Made under United States Government Inspection. Increase Your Yields Per Acre.