

**THE C. S. A. AND  
THE BATTLE  
OF BULL RUN**

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The C. S. A. and the Battle of Bull Run by J. G. Barnard

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**J. G. BARNARD**

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This edition differs considerably from  
the first published, the same year, in  
which there were many mistakes.

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AND THE

# BATTLE OF BULL RUN.

(A LETTER TO AN ENGLISH FRIEND.)

*John Gross* BY  
J. G. BARNARD,

MAJOR OF ENGINEERS, U. S. A., BRIGADIER GENERAL AND CHIEF ENGINEER ARMY OF  
THE POTOMAC.

*2d Edition.*

WITH FIVE MAPS.

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## PREFACE.

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THE ensuing pages were commenced in February, as a "letter to an English friend." It was soon perceived that they could not retain their original character.

Nevertheless the epistolary style was maintained to the end, but extensive interpolations have been made, in which the idea of an epistle was left out of view.

So much for the incongruity of style; now for the motive:

A main one was to vindicate the battle of Bull Run from the obloquy that had fallen upon it, and to establish a claim for it in the category of well planned and well fought battles.

Another motive, and a strong one, was found in our political relations with England. It was a period when English interference was apprehended.

Although just representations of the character of "Secession" were not wanting abroad, it struck me that a picture from another point of view, might be useful. The friend for whom it was prepared had the public ear, and it was through him I would reach it.

I claim, in all circumstances which, unconsciously



to ourselves, mould our opinions, to be as free from all causes of sectional bias as an American can be.

Born in a Northern state, I left it in childhood (almost), to enter into the service of my country. In that state, where I have not spent as much as a whole month in the aggregate, since the age of eighteen, I have not, for years, had blood relatives, unless, perhaps, *very* distant ones.

Early ordered to the South, I there passed the first fifteen years of my youth and early manhood. My domestic ties have been formed there, and, up to the period of "Secession," though stationed in a Northern city (itself the stronghold of Northern "sympathy" for the "South"), my associations and ties were mainly with the South.

Standing aloof from either of the parties which have recently divided the nation, an officer of the army, serving his "country," and not a section of that country, I claim that my views of the character of secession, and the early conviction (formed some time before the Fort Sumter affair), that it would have to be "put down" by force of arms, and the seceding states treated as "rebel," are those of my reason, and not of passion or prejudice.

My account of the battle of Bull Run will hardly be satisfactory to those who would comprehend the affair at a glance. The brief narrative of General McDowell, in his official report, was (unaccompanied by the reports of his subordinates) too *general*. The reports of the subordinate officers are too *circumstantial*. I must plead want of time to condense them, and the belief that, after all, the truest picture of the battle would be found in

grouping together the important parts of the different reports.

The occurrences and combats (not unimportant) which took place at Blackburn's Ford and the Stone Bridge, I have been obliged to pass over nearly in silence, as they were quite distinct from the main battle. The official reports treat of these, and to them I must ask attention.

I append to these pages copies of the plans of the field which accompanied General McDowell's official report; a plan recently made, under my directions, by Lieutenant H. L. Abbott, Topographical Engineer, who served with General Tyler in the battle (this gives the topography with much accuracy, that prepared for General McDowell having been, necessarily, in some degree conjectural)—a plan prepared for the "Rebellion Record" by General W. F. Barry, Chief of Artillery, under General McDowell (now Chief of Artillery, Army of the Potomac), and a curious map published in Richmond soon after the battle.

It should be noted that the ford that *we* called "Blackburn's," and thence designate the combat of the 18th of July, is really "Mitchell's Ford." Blackburn's Ford is a mile lower down.

