

# Brunswick County Historical Society

## Newsletter



Post office Box 874

Shallotte N.C. 28459

Volume XXXIX

NOVEMBER  
1999

Number 4

### A Message from the President

Fall is here. Leaves are turning and falling. Pumpkins are the prettiest they have ever been. Halloween and Thanksgiving are in the air. We know that means winter will follow and all the happy holidays.

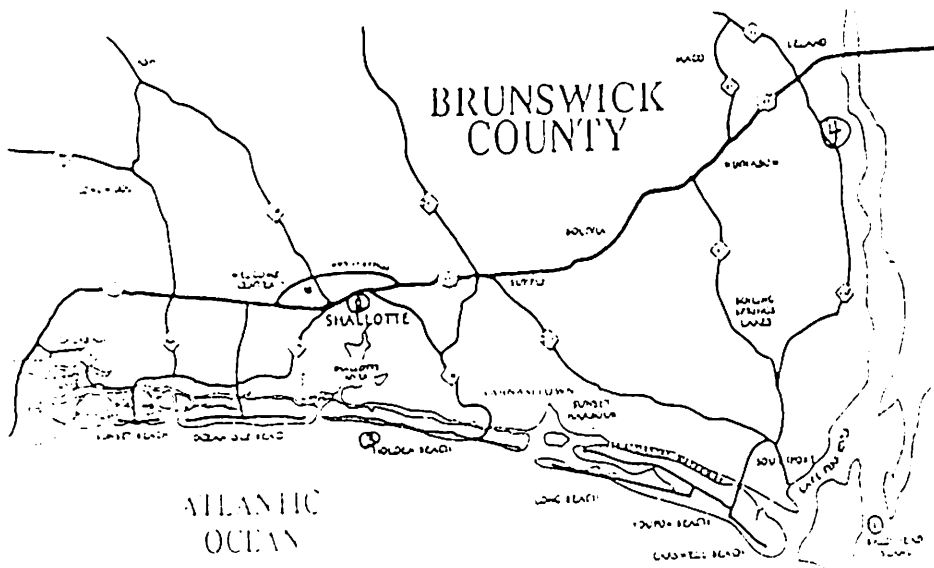
Our meeting in November will be the 8th at 7:30 p.m. at the Brunswick Electric Membership Cooperative Building on Highway 17. A very interesting meeting has been planned for you.

I have enjoyed being your president, although I feel I have not been able to be very active. Thanks so much for your help and concern for the society. Thanks for your part in the projects. Let's do not forget we need a permanent home. I hope in the near future we will have one. Dates and topics of the February meeting will be announced later. As the new year comes in, I hope you will solicit members and help in any way you can.

May you have a blessed Thanksgiving, a Merry Christmas and a Happy New Year.

Your President,  
Lottie Ludlum

*"Just so you'll know our county"*



■ **Brunswick Town Historic Site**  
Ruins of 18th-century port town on the Cape Fear River. Site includes the ruins of Fort Anderson. Closed for reconstruction. May open on a limited basis before then. N.C. 113, 15 miles from Seaport. 371-6614.

■ **Orton Plantation Gardens**  
Extensive gardens overlooking the Cape Fear River. Adults \$6, senior citizens \$7, children 6-12 \$3, and children under 6 free. Group rates available. Gardens open daily 8 a.m.-6 p.m. N.C. 139 and 5 miles eight miles north of Seaport. 371-6851.

■ **Doe Creek Art Gallery**  
Sells watercolors, prints, photography, and sculpture by Ken Buckner and Terry Sellers. Buckner 10 a.m.-5 p.m. Tuesday-Saturday and by appointment at Doe Creek Lane S.W. 371-6715. 371-6851.

■ **Oak Island Senior Citizens Shop**  
Exhibits and sales of local arts and crafts, art classes 10 a.m.-5 p.m. Monday-Saturday, March through December, 10 a.m.-4 p.m. January and February. 5610 Oak Island Blvd., 371-6851. 371-6224.

# *Brunswick County Historical Society*

Post office Box 874

Shallotte N.C. 28459

## OFFICERS

*President:*

*Lottie Ludlum*

*Vice President:*

*Frank Galloway*

*Secretary:*

*Helen Taylor*

*Treasurer:*

*Gwen Causey*

*Directors:*

*Lucille Blake*

*Johnsie Holden*

*Bertha Grohman*

*Newsletter Editor*

*Gwen Causey*

*Assistant Editor*

*Tami Cooke*

*Brenda Russ*

*The mission of the Brunswick County Historical Society is simple: we want to learn and share the rich history of our area. We are a non-profit organization.. Membership dues and private donations cover the cost of this newsletter. We welcome your interest in our beautiful, and bountiful Brunswick County. An area which is rich in history and steeped in local traditions.*

*The Brunswick County Historical Society meets quarterly. If you are interesting in becoming a member; send \$10.00 for yearly membership or \$100.00 to become a lifetime member to: Brunswick County Historical Society, Attn: Gwen Causey, Treasurer Post Office Box 874 Shallotte N.C. 28459*

According to Treasurer, Gwen Causey, As of November 1, the Society had 60 paid members and sends 6 newsletters to public libraries. Thanks to all Society members for renewing member-



## Member News

SUSAN S. CARSON  
1999 AASLH AWARD WINNER

Our very own, Susan S. Carson is the recipient of an American Association for State and Local History (AASLH) Certificate of Commendation for her work promoting Southports's history. The AASLH Annual Awards Program, now in its 55th year, is the most prestigious recognition for achievement in the preservation and interpretation of local, state, and regional history. Awards for 1999 represents 100 organizations and individuals from the United States. A special banquet was held October 1, in Baltimore Maryland where Mrs. Carson proudly accepted her award.

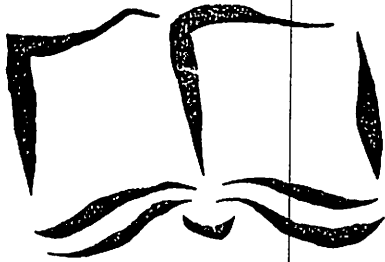
The awards program was initiated in 1945 to establish and encourage standards of excellence in the collection, preservation, and interpretation of state, and local history throughout American. The AASLH Awards Programs not only honors significant achievement in the field of local history, but also brings public recognition of the opportunities for small and large organizations, institutions, and programs to make contributions in this arena. For more information about the awards program, contact AASLH at (616) 320-3203

The American Association for State and Local history is a not-for-profit professional organization of individuals and institutions working to preserve and promote history. From its headquarters in Nashville, Tennessee, AASLH works to advance knowledge, understanding, and appreciation of local history in America. AASLH publishes books, technical publications, a bimonthly magazine, and monthly newsletter. The Association also sponsors regional and national training workshops and an annual meeting.



Special thanks to all recent donations of microfilm by society members to Brunswick Community College

- Anne Neroni in memory of William Manning
- Susie Carson in honor of her daughter, Kathryn Kalmanson
- Nellie Sue Creech in memory of Elisha Sellers' family
- Gwen Causey donated a copy of member Elwood Cheers "Centennial Commemorative book to the North Carolina Room at the New Hanover Public Library and Brunswick Community College Library.

*This months historical highlight*

Brunswick the 15<sup>th</sup> September 1769  
 [Received November 10, 1769]

Earl Hillsborough

My Lord,

On Thursday the 7<sup>th</sup> Instant We had a Tremendous Gale of Wind here, it began about ten in the Morning at North East and blew and rained hard till the close of the Evening, when both Wind and Rain encreased, The Wind shifted before Midnight to the NorthWest; The Gale became a perfect Hurricane between twelve and two OClock on Fryday Morning the 8 Instant. The Fury of its Influence was so violent as to throw down thousands and I believe from report, hundreds of Thousands of the most vigorous Trees in the Country, tearing some up by the Roots, others snapping short in the middle; Many Houses blown down with the Court House of Brunswick County. All the Indian Corn and Rice leveled to the Ground and the Fences thrown down, add to this upwards of twenty Saw Mill Dams carried away with many of the Timber Works of the Mills and lastly scarce a Ship in the River that was not drove from Her Anchor and many received Damage. This My Lord is but the Relation of what happened within Fifty Miles of this Town, We are therefore in hourly expectation of receiving as Melancholy Accounts from other parts of the Province, it is imagined that as the Corn was within six Weeks of its Maturity, the Planters may save about half a Crop, but they have no hopes of recovering the Rice lying at this period under Water from the freshes that this Gust occasioned.

The Country will I fear be greatly distressed this Winter for Provisions as far as this Gale has extended, for the People will not only be short of Corn, but the Hogs which are the support of many Families will lose the Acrons [sic] and Nuts in the Woods which used to fat them for Market, the Wind having stripped every Acron from the Trees before they were ripe. In short My Lord, the Inhabitants never knew so violent a Storm; every Herbage in the Gardens had their Leaves cut off.

This hurricane is attributed to the Effect of a blazing Comet or Star that was seen both from Newbern and here rising in the East for several Nights between the 26 and 31<sup>st</sup> of August, its Stream was very long & stretched upward towards the SouthWest.

I am My Lord with the greatest Respect  
 Your Lordships Most Obedient Servant

W<sup>m</sup> Tryon

William Tryon  
 to the Earl of Hillsborough

The Honor List of Dead and Missing for the State of North Carolina. It contains the latest and most complete data available on all military personnel who were killed or died, or became and remained missing, between the Presidents delcaration of unlimited national emergency on May 27, 1941, and the cut-off date of this report, January 31, 1946, and includes both battle and non-battle dead or missing. The complete work, of which this volume is a part, contains about 300,000 names of men and women who gave their lives while serving in the Army of the United States

# World War II Veterans

The State of North Carolina contained 2.66 per cent of the population of the United States and possessions in 1940 and contributed 2.33 percent of the total number who entered the Army. Of these men and women of North Carolina who went to war, 3.01 percent failed to return. This figures represents 2.3 percent of the Army's total dead and missing. Listed below are the persons of Brunswick County that died in the line of duty. We salute our brave and proud soldiers of the War!



## VETERANS

## HONOR

## LIST

|                       |       |     |
|-----------------------|-------|-----|
| ANGEL, CLYDE T.       | S SG  | KIA |
| BELLAMY, ELLIS        | P VT  | DNB |
| BRAGAW, HENRY C.      | SGT   | KIA |
| BREW, EDWARD M.       | SGT   | KIA |
| BROOKS, NORWOOD O.    | P FC  | KIA |
| BURKETT, LEROY D.     | S SG  | KIA |
| CAISON, JACOB L.      | C PL  | KIA |
| CLIFF, HARVEY J.      | TEC 4 | DNB |
| COX, CHARLES M.       | SGT   | DNB |
| FARINO, EMILIO        | P VT  | FOD |
| HAYES, CLARENCE H.    | TEC 4 | KIA |
| KING, EDWARD L.       | 1 SC  | KIA |
| KINSLER, KENNETH L.   | COL   | DNB |
| LEONARD, MAHLON M.    | P FC  | DNB |
| LEWIS, BARNEY J.      | P VT  | DNB |
| LEWIS, JOSEPH C.      | S SG  | KIA |
| LONG, ROSCOE S.       | P VT  | KIA |
| MC GINNIS, WILLIAM C. | T SG  | DNB |
| MOORE, ALBERT L.      | P VT  | DNB |
| RAMSEY, ROBERT W.     | S SG  | KIA |
| ROBINSON, CALDER B.   | C PL  | DNB |
| STANLEY, EDWARD       | P VT  | DNB |
| STANLEY, JAMES C.     | P FC  | KIA |
| SUTTON, HOBART L.     | TEC 5 | KIA |
| WILLETTS SOLOMON I    | P VT  | DNB |

### GRADE

COL Colonel    CAPT Captain    1 SC First Sergeant  
 T S G Technical Sergeant    S SG Staff Sergeant  
 TEC 4 Technical Fourth Grade    P FC Private First Class  
 PRV Private

### TYPE OF CASUALTY

KIA Killed in action    DNB Died non-battle  
 FOD Finding of death



Saluting all men and women who served

The November 8th, 1999 program will be a round-table discussion and time of reflection on past military Service. The meeting will be held at 7:30 p.m. In the Brunswick Electric Membership Meeting room.

Special Guest speakers this month include:

Doris & Oscar Mintz, Don Jenrette, Henry Williams  
John Butler, Bob Slockett, Barbara Wilson  
and others. Henry Williams is the author of *Combat Boots* and  
Bob Slockett is the author of *Mission Accomplished*,  
*Memoirs of a Tail Gunner*. Members are invited to attend  
and bring pictures of men and women in  
military uniforms for a display, as well as for  
others to enjoy.

Please Note: All future meeting will be held in



the Brunswick Electric  
Membership Cooperative  
Meeting building.

# Crystal Coast Civil War Symposium

Schedule of Events  
Crystal Coast Civil War Symposium  
January 29, 2000  
Morehead City, North Carolina

|                       |  |
|-----------------------|--|
| 9:00-9:45 a.m.        | Check-in/Late Registration   |
| 9:45-9:55 a.m.        | Welcoming Address, Andrew Duppstadt, CCHS  |
| 10:00-11:00 a.m.      | Dr. David E. Long, East Carolina University<br>(The Butler and Burnside Campaigns)                   |
| 11:00-11:10 a.m.      | Break  |
| 11:15 a.m.-12:15 p.m. | Mr. L.J. "Kim" Kimball, Jacksonville, NC<br>(The Battle of New River)                                |
| 12:15-1:15 p.m.       | Lunch at the Carteret County Museum of History & Art<br>Catered by Roland's Barbecue of Beaufort, NC |
| 1:30-2:30 p.m.        | Mr. Paul Branch, Fort Macon State Park<br>(The Siege of Fort Macon)                                  |
| 2:30-2:40 p.m.        | Break  |
| 2:45-3:45 p.m.        | Dr. Chris E. Fonvielle, Jr., UNC-Wilmington<br>(The Wilmington Campaign)                             |
| 4:00 p.m.             | Reception at the Carteret County Museum<br>Featuring a book signing and Civil War music              |

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**CRYSTAL COAST CIVIL WAR SYMPOSIUM**  
THE CIVIL WAR ON THE NORTH CAROLINA COAST  
JOSLYN HALL, CARTERET COMMUNITY COLLEGE  
MOREHEAD CITY, NORTH CAROLINA, JANUARY 29, 2000  
REGISTRATION FORM

Check one:  \$30 regular,  \$25 CCHS member,  
 \$15 college student (enclose copy of valid student ID)

Please print name, address, phone number, and email on back of registration form.  
Four speakers, lunch, reception/book signing, and exhibits included in price.  
Make checks payable to Carteret County Historical Society.  
Directions and conference schedule will be mailed.  
Questions or information, contact Andrew Duppstadt, (252) 247-7533 or [cchs@clis.com](mailto:cchs@clis.com)  
Send registration to: CCHS, PO Box 481, Morehead City, NC 28557

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# Shallotte Landmark Makes Way

## For Super Wal-Mart

By: Don Petch

Caught in the path of progress, another Shallotte landmark the Twilight Motel has to be torn down. The motel played an important part in the town's development when it housed many of the people who now call Shallotte and much of Brunswick County their home.

When Wal-Mart, located directly behind the Twilight decided to become a Super Wal-Mart, the company contacted owner Frank Morrison about the availability of buying the property on which the motel was located. After lengthy discussion with the country's largest merchandiser, Mr. Morrison decided that it was time to close the motel and seek new avenues to follow.

In the early part of the 1950's, Mr. Garner of the Garner Lumber Co. located in Bolivia, found that he had an excess of pine plank molding left over from a contract that he had completed. Looking for a way to utilize the lumber he decided to construct a motel on some property that he owned in Shallotte.

Licensed in the autumn of 1952 as a 12 bed motel, the Twilight opened for business. Some long time residents of Shallotte worked on construction of the building. Jim Stocks and Alton Milligan installed the plumbing in the original structure. Mr. Bellamy, father of the present county commissioner Jo Ann Bellamy Simmons, was the roofer.

Soon after building the Twilight Motel, Mr. Garner sold the building to Mr. and Mrs. McIver.

Newly weds Jesse and Jo Ann Simmons lived there for approximately seven months and assisted the McIver's in the management of the motel during the hours they were not at their near by business the Holiday Drive-in Movie & Restaurant.

The motel was sold to Jim and Gladys Merritt who operated the motel for a short period of time. A Mr. Boyce purchased the building from the Merritts, but fell behind in payments when he was injured falling from the roof of the building and was unable to continue as owner. Mr. and Mrs. Merritt took back ownership, and operated the Twilight until it was purchased by Coleman and Martha Moore in 1966.

The threat of constructing

Twilight Motel was the stopover point for retirees and individuals who wanted to flee the cold and snow of the northern states, yet didn't want the heat and humidity of living in Florida. What better place to spend their nights while exploring the roads looking for property leading to the beaches of Southeastern Brunswick County.

In 1980, Frank and Julia Moore Morrison leased the motel from Julia's parents

County area. He also was active in the North Carolina Hotel and Motel Association and was a director for 14 years.

Long before the Southeastern Brunswick County Chamber of Commerce was initiated, the Twilight Motel maintained a rack of brochures which extolled the beaches, golf courses and properties that helped make the county the second fastest growing county in North

Carolina.

Hopefully, like my wife and I who stayed at the Twilight Motel when we came down to Brunswick County looking for a new place to spend our lives, all who

stopped here to look around should remember with a smile that this was the place where their dreams were turned into fact.

An era has ended. Long live the Super Wal-Mart.



A sign of the times that will be missed by locals and visitors alike. This landmark sign has stood for nearly 50 years.

a bypass around the town of Shallotte caused the motel to change hands five times in 14 years. It wasn't until the early 1990s that the bypass became a reality.

Mr. and Mrs. Moore operated the motel for 14 years. During that time business increased and in 1972 Mr. Moore added 4 rooms to handle the traffic. The Moore's were well known by many present transplants from the northern states who now call Brunswick County home. The Moores operated the motel for 14 years, until 1980 and were great boosters of the beauty of Brunswick County.

for a two year period. During that time Julia taught school in Brunswick County, and Frank operated the motel. The Morrison's purchased the Twilight in 1982. In 1983, the Morrison's had builder James Brown construct a two floor, 10 suite addition to the motel. From foundation to turn key occupancy, the building was put up in eight weeks.

Frank Morrison, in addition to operating the Twilight Motel obtained a Realtors license and was instrumental in finding homes and properties for many new arrivals in the Shallotte and Southeastern Brunswick

### Special Offer!

The Society has copies of Brunswick County North Carolina" a souvenir booklet that was used in the bicentennial program held in November 15, 1961. This 19 pages booklet is packed with Brunswick county history. We only have 100 copies and would like to offer them for \$5.00 each to raise funds for the newsletter and other expenses. Please call to reserve 754-8115



## Joint Meeting

### North Carolina Literary and Historical Association Ninety-ninth Meeting

### Federation of North Carolina Historical Societies Twenty-fourth Meeting

November 19, 1999

*North Carolina State Capitol  
1 East Edenton Street*

*Woman's Club of Raleigh,  
3300 Woman's Club Drive*

11:00 Federation Advisory Board Meeting

6:00 Social Hour

12:30 Registration

7:00 Dinner

1:00 Welcome

JOHN COMPTON, chair,  
Federation of North Carolina  
Historical Societies, Durham

Presiding: LEE SMITH, president,  
North Carolina Literary and  
Historical Association, Hillsborough

Invocation

T. HARRY GATTON, Raleigh

Presentation of the North Carolina  
Student Publication Awards  
JOHN BATCHELOR, Greensboro

After-dinner Address

MARGARET MARON, novelist, Willow Springs

The 100th Anniversary of the  
North Carolina Bar Association  
"The Law in North Carolina History:  
Historic Oral Arguments"  
WADE SMITH, ROGER SMITH, AND JOHN HALL, Raleigh

Presentation of the Albert Ray Newsome  
Awards

JOHN COMPTON, chair,  
Federation of North Carolina  
Historical Societies, Durham

Presentation of the Hugh T. Lefler and  
Robert D. W. Connor Awards  
ALEXANDER STOESEN, Greensboro

Presentation of the Mary Ruffin Poole  
Award for First Work of Fiction

LEE SMITH, president,  
North Carolina Literary and Historical  
Association, Hillsborough

Presentation of the Roanoke-Chowan  
Poetry Award  
E. T. MALONE JR., Raleigh

Presentation of the Sir Walter Raleigh  
Award for Fiction

ANN SNYDER, Historical Book Club  
of North Carolina, Greensboro

Presentation of the American Association  
of University Women Award  
for Juvenile Literature  
SANDRA CHAMPION, Kings Mountain

Presentation of the Mayflower Society  
Award for Nonfiction  
RUDY TOPPING, Charlotte

Presentation of the American Association  
for State and Local History Awards  
JEFFREY J. CROW, Cary

Presentation of the R. Hunt Parker  
Memorial Award  
MARGARET BAUER, Greenville

Business Meeting of the North Carolina  
Literary and Historical Association  
LEE SMITH, president, Hillsborough

Presentation of the Christopher Crittenden  
Memorial Award

WILLIAM S. POWELL, chair,  
North Carolina Historical Commission,  
Chapel Hill

Adjourn

**Bring photos of relatives  
and friends in uniform to this  
months meeting. We'll  
Proudly displaying all those  
that do!**

Brunswick County  
Historical Society  
Post office box 874  
Shallotte NC 28459

**Museum Hours:**

Weekdays: 9AM - 5PM

Saturdays: 10AM - 5PM

Sundays: 1PM - 5PM

**Address:**

315 Front Street, Beaufort, NC 28516

**Phone:** 919-728-7317**Director:** Rodney D. Barfield**Editor:** Jeannie W. Kraus**Design & Production:** NCMM Design Dept.**Illustrations:** Dover Publications, Inc.; Background: Marbled paper with fish pattern.

Museum Calendars are mailed four times a year. It is museum policy not to register participants for field trips until after the calendars are in the mail.

**AUGUST****3 Thursday****Seaweed Marble Painting**

Float paint over a seaweed extract to decorate paper and a T-shirt. Activity for adults and children ages 8 and up with an adult. 10 AM-12 NOON. Reservations-\$10 fee includes shirt.

**7 Monday****Catch a Fish, Print a Fish**

Catch a fish to print on a T-shirt. Activity for children ages 5-12 with an adult. 1:30-3 PM. Reservations-\$5 fee.

**8 Tuesday****Bird Shoal Trip**

Explore the Rachel Carson Component, NC National Estuarine Research Reserve. Boat transportation provided to the island near Beaufort. 10 AM-1 PM. Reservations-\$8 fee.

**Cape Lookout Lecture**

Slides of wildlife, habitats, and field trip opportunities on Cape Lookout National Seashore presented by the Cape Lookout Studies Program. 2 PM.

**9 Wednesday****Salt Marsh Trip**

Field trip for families to explore a coastal wetland habitat. 11:30 AM-1 PM. Reservations-\$5 fee.

**10 Thursday****Shackleford Beach Trip**

Excursion to the beach on Shackleford Banks, a wilderness island of Cape Lookout National Seashore, highlights dune ecology, shells, and birds. Boat transportation provided. Leave 9:30 AM, return 2:30 PM. Reservations-\$15 fee.

**11 Friday****Bird Shoal Trip for Kids**

Coastal exploring field trip to the Rachel Carson Component, NC National Estuarine Research Reserve. For children ages 10 and up. Boat transportation provided to the island near Beaufort. 1-5 PM. Reservations-\$8 fee.

**17 Thursday****STRANGE SEAFOOD EXHIBITION**

Annual education program features exhibits, demonstrations, and tasting unusual seafoods. 5:30-7 PM. Tickets-\$15. (See write up)

**21 Monday****Catch a Fish, Print a Fish**

Catch a fish to print on a T-shirt. Activity for children ages 5-12 with an adult. 1:30-3 PM. Reservations-\$5 fee.

**22 Tuesday****Bird Shoal Trip**

Explore the Rachel Carson Component, NC National Estuarine Research Reserve. Boat transportation provided to the island near Beaufort. 9 AM-12 NOON. Reservations-\$8 fee.

**23 Wednesday****Salt Marsh Trip**

Field trip for families to explore a coastal wetland habitat. 10:30 AM-12 NOON. Reservations-\$5 fee.

**24 Thursday****Bird Shoal Trip**

Explore the Rachel Carson Component, NC National Estuarine Research Reserve. Boat transportation provided to the island near Beaufort. 10 AM-1 PM. Reservations-\$8 fee.

**25 Friday****Bird Shoal Trip for Kids**

Coastal exploring field trip to the Rachel Carson Component, NC National Estuarine Research Reserve. For children ages 10 and up. Boat transportation provided to the island near Beaufort. 1-5 PM. Reservations-\$8 fee.

**30 Wednesday****Croatan Trip**

Excursion to the Croatan National Forest highlights carnivorous plants, wildflowers, and birds. Meet 9:15 AM in Morehead City, return 1 PM. Reservations-\$5 fee.

**ANNOUNCEMENT**

A special celebration is planned for Sunday, September 17, 1995, to recognize the twentieth anniversary of the North Carolina Maritime Museum. The program will include state and regional dignitaries, the United States Marine Corps Band, and a museum Open House. All members of the Friends of the Museum are cordially invited to attend.

**31 Thursday****Catch a Fish, Print a Fish**

Catch a fish to print on a T-shirt. Activity for children ages 5-12 with an adult. 9-10:30 AM. Reservations-\$5 fee.



REMINISCENCES OF WILMINGTON AND SMITHVILLE-SOUTHPORT  
1848-1900

By: Dr. Walter Gilman Curtis

Chapter Two

Smithville was reached from Wilmington by the line of ocean steamers which were a continuation of the great line to the south. These were four steamers named "The Gladiator," the "C. Vanderbilt," the "Governor Dudley," and the "North Carolina"; the last of which was a spare ship to be used in case of accident to any of the others. They were commanded respectively by Captain Isaac B. Smith, Captain Sterrit, and Captain Bates; and were very popular, making their trips for many years to Charleston, South Carolina without accident. They started daily from Wilmington on the arrival of the northern train. Breakfast and dinner were served on board between Wilmington, and Smithville, and they were fine repasts as they had the markets of Charleston and Wilmington to rely upon, with all the luxuries they afforded. These steamships took passengers and freight for Smithville, and made their landing at a wharf near where the steamer Wilmington now has her landing. Returning from Charleston they stopped at the same wharf and breakfast was served between Smithville and Wilmington. I will here mention the name of a woman quite celebrated in the annals of Smithville; her name was Mrs. Mary Duffy, who kept an eating house on the water's edge; which was long patronized by the citizens of Smithville, especially by the pilots. For over twenty-five years Mrs. Duffy arose at about three o'clock in the morning and prepared breakfast for all passengers intending to go up in the steamer. A cup of coffee, or anything else wanted by the pilots, who wanted a morning meal before going to sea in search of vessels. There were several fine deck boats which were very fast, and able to go to sea in all weather; each of these pilot boats carried as many pilots as were necessary, and sometimes did not come into port again until they had put all their pilots aboard oncoming vessels. The bar at that time had about 12 feet of water upon it, consequently vessels coming into this port must be of that draft, and built to carry from 1000 to 2000 barrels of naval stores; they also brought from the northern markets whatever freight was offered, and this was nearly all the northern freight because the railroad was very uncertain. Mrs. Duffy was remarkable in her powers of seeing and hearing, and her business was, in addition to supplying meals to wake up passengers who wished to take the steamer to Wilmington as these steamers entered port before light in the morning. It was necessary that Mrs. Duffy go by the sense of hearing, and she could always hear these boats which were side wheelers, far enough out to sea to enable the passengers she had

collected to get up and dress, and go down to her establishment for a cup of coffee before going on the steamship wharf; as may be well imagined Mrs. Duffy was a very important character in Smithville, and she was duly appreciated by all the citizens of Smithville as a good and faithful woman; she lived to a great age and all through the war she continued the same occupation so far as the war would permit but her house was finally burned and her business was destroyed, and she retired to live with her daughter in the house in which is now the rectory of St. Phillips Episcopal Church, and ended there her long and useful life regretted by all but by none more than the children of Smithville to whom she supplied cakes which were so celebrated as to acquire the name of "Duffy Cakes." This steamship line was discontinued on the completion of the railroad, called the Wilmington & Manchester which carried all through passengers for southern ports or cities. As may be well imagined, this left Smithville aground upon the shoals, and what to do was a matter for serious consideration. How to get anywhere from Smithville was a difficulty not easily solved; there were few horses or vehicles of any kind in Smithville, but the river was there at any rate, and if you did not wish to go by land, and ride in a cart you could take a boat, of which there were plenty, and plenty of skillful boatmen to manage them; but neither of these modes of travel suited the public. Mr. Elijah Owen who kept an old-fashioned house of entertainment in Smithville had two horses but no buggy; besides one of these horses was an ancient quadruped whose business it was to attend to the transportation of all persons who died to their last resting place, and his services might be required at any moment, and in consideration of these services, he was granted the freedom of the town, and was pastured in the streets of Smithville, from which place he did not wish to go. The other horse was, during the intervals between courts, mostly engaged in transporting people in the country and ploughing fields belonging to "Uncle Elijah." So the people sat down, and waited, and waited for the arrival of the Rev. Mr. Pickett, and his wife who traveled the circuit in a "one horse shay," and being a man of varied resources of entertaining the people they were always glad to see him approach. The Rev. Mr. Pickett was a man who preached the gospel strictly on Sundays and during the rest of the days of the week, he sat and smoked his pipe in peace, and left his parishioners to enjoy life in their own way. At this time the people of the churches, and their preachers hadn't gone into politics, or any of the side issues which at the present day perplex the minds of the people, and draw their attention away from sacred things; so when the time came, when this reverend gentleman was expected, the citizens who had been sitting on logs or in boats gazing out upon the broad Atlantic for ships to heave in sight turned their backs upon the river, and the ocean, and gazed out in the direction of the country anxiously awaiting his approach that they might grasp

his friendly hand in their own, and bid him welcome. It may be well here to remark, that thought they were mostly engaged in maritime pursuits the did not forget there was a better country ahead of them to which sooner or later they must all travel, and they wanted to have the way pointed out to them so they would not be likely to get ashore or lost in any fog which might arise.

In the absence of steam communication it was found necessary to utilize the river as the best way for getting to Wilmington, so one or two enterprising men provided sailing packets on which they embarked and if the wind was fair they made good time to the city. If the wind was ahead however or a dead calm and they had to anchor it has come down to us by common report that they had a good time on board; plenty to eat, and something also to drink which seemed to keep up their spirits while they waited for somebody on board to stick jack knives in the main mast and whistle for the wind. These adventurous people always arrived in Wilmington sometime, which was sufficient. Captain Samuel Potter and Captain Samuel Price were captains in whom they could put implicit trust; and as they were not in a hurry, they did not complain.

But the necessity of a better mode of travel between Wilmington and Smithville soon led to the establishment of a steamboat passenger line by Mr. A. H. Van Boklen who was the largest distiller of turpentine in the city of Wilmington.

He put on the line the steamer "Spray," greatly to the satisfaction of Wilmington and Smithville but her schedule was only for summer trade, and at the close of the summer she was laid up and soon afterward she was burned. This steamer was under the command of Capt. John B. Price, a Cape Fear pilot of marked ability, and well fitted for the business. She brought down all the summer residents, of whom there were now a great many, and her decks were crowded with passengers and excursionists. It was about this time that the first tug boats were put into that service. One of these was the "Mariner" under command of Capt. John Davis, the other was the "Equator" under command of Jacob A. T. Price. These tug boats, however, did not wish to carry passengers and only did so as a favor; so that the means provided for travelers was very unsatisfactory. They assisted greatly in towing of vessels which was all was wanted by the merchants of Wilmington. The time of their service on the Cape Fear River was very short as the war which shortly afterwards begun captured nearly everything which floated upon the sea. The summer residents of Smithville did not however depend upon these tug boats as they came to Smithville for fun and enjoyment and did not care much whether they went to Wilmington or not until the season was over. They were planters along the Cape Fear river, and retired merchants of Wilmington, and they formed the most delightful society in Smithville for they believed in Smithville as a most delightful place of residence, and were interested in everything that was done

and participated in all the amusements of the place. But we are now getting close upon a time when every amusement and every interest commercial or otherwise was to feel the dreadful shock of the impending war, and go out of existence, leaving Smithville as lonesome and bereft of all pleasure as its worst enemies could desire. In the next chapter of these reminiscences I will go back, and give some account of what happened in more peaceful times.

\* \* \* \* \*

### THE HONOR ROLL OF THE LOWER CAPE FEAR RIVER PILOTS

By: Harry Hayden, July 1965

These Men Went Down To The Sea With Ships--Those Who Did Not Return Are  
Marked With Stars

Adkins, Brooke

Adkins, Hawley

Adkins, Jack

Anderson, John William (Died, Lashed To the Wheel) (\*\*)

Arnold, Joseph (Joe) (Hero on the "Timmons")

\*Bensell, Joseph H. (Lost from "Sea Dory", Dec. 1872)

Bensell, Richard

Bowen, George

Brendel, R. L.

\*Brinkman, Thomas W. (Lost from "Sprunt", 4/12/1877)

Burris, Alfred

Burris, Dun

Burris, Gray

Burris, Jake

Burris, James

Burris, Joseph

Burris, B. M. (Piloted U.S.S. Battleship "North Carolina" up Cape Fear river to  
memorial berth.)

Bussels, Bonner

Bussels, Joseph (Rescued Grover Cleveland)



Corlette, Harry  
Craig, James (Jim Bill or Sky Pilot) Blockade Runner  
Craig, James Newton  
Craig, Melvin T. (Mel)  
Craig, Sterling

Daniels, Ed  
Daniels, Joseph  
Davis, Isaac, Junior  
Davis, Isaac, Senior  
\*Doshier, Charles (Lost from "Sprunt" April, 1877)  
Doshier, Julius  
Doshier, Richard E.  
Durant, J. W.

Fox, Joseph B. (Master, Steamer "Wilmington")

Gause, Ephrim (Father of late Charles E. Gause)  
\*Gillespie, Lawrence (Lost from "Sprunt" April, 1877)  
Grissom, Billy  
Grissom, Edgar  
\*Grissom, Thomas B. (Lost from "Sprunt" April, 1877)  
\*Guthrie, Archie (Lost off Hatteras Schooner "U. D. Long")

Keil, John

Loughlin, J. D. (Died aboard tanker, "Atlantic Trader"--President Wilmington-Cape Fear Pilots Association)

Mintz, Warren (Town Marshal at Southport)  
Morse, Christopher C. ("Kit")  
Morse, Thomas M. (Tom)

Newton, Benjamin  
Newton, Calendar  
Newton, John  
Newton, Samuel  
Newton, Walker

(These five Newtons were brothers;  
Calendar died at an early age: 0)

Newton, Joe (Moved to Fernandina, Florida)  
Newton, Julius (Doolie)

Pepper, Louis J. (Part Owner COMBINATION STORE)  
\*Pinner, Christopher (Lost from pilot boat "Sprunt")  
Pinner, Joe  
Potter, Julius (Father of Captain Leita D. Potter)  
Potter, Leita D.

Sanders, William (Master of tug "Alexander Jones")  
Savage, Thomas  
Sellers, John  
\*Sellers, James R. (Lost from Sea Dory, Dec. 1872)  
Sellers, Thomas (Tom)  
Sellers, William (Bill)  
St. George, Charles  
St. George, Donald  
St. George, H. T. (1964 Pilots Association Member)  
\*St. George, Robert (Lost in Sea Dory Tragedy off Bald Head)  
St. George, Thomas (Tommy)  
St. George, William (Pilots bought tug "Alexander Jones" under his leadership as  
President of Wilmington-Cape Fear Pilots Association)

Smith, Cornelius  
Smith, R. E. (1964 Pilots Association Member)  
Styron, W. L. (1964 Pilots Association Member)  
Swan, J. A. (1964 Pilots Association Member)

Thompson, John J.  
Thompson, Joseph (Joe) Blockade Runner  
Thompson, R. B. (1964 Pilots Association Member)  
Thompson, Thomas Mann (Blockade Runner)  
Trout, John D. (Lost in Sea Dory Tragedy)

\*Walker, Robert S. (Lost in Mary K. Sprunt Tragedy)  
Weeks, Harry (Late pilot boat engineer for years)  
Weeks, Julius (Hero on "Uriah P. Timmons")  
Willing, F. L. (1964 Member of Wilmington-Cape Fear Pilots Association)  
Wescott, John (Jack)

\*\*--One of the most romantic incidents of The Blockade involved Captain John William Anderson, of Smithville (now Southport). His ship, a Blockade Runner, was approaching the entrance to New Inlet on a dark-of-the-moon night, but he, Captain Anderson was in the throes of the deadly Yellow Fever. Too weak to stand at the wheel to guide his craft through the narrows, crewmen held him at the wheel while he was dying, but he gave the right orders in guiding his vessel through the Upper Mouth of The River and brought his ship to rest on the bosom of the Cape Fear, dying shortly thereafter. (Quoted in part from Doctor Sprunt's "Chronicles of the Cape Fear River"; and a paragraph by Gene Marlowe in the Star-News.)

\* \* \* \* \*

INSCRIPTION ON MARKER HONORING LOST PILOTS  
OLD SOUTHPORT (SMITHVILLE) CEMETERY

|  |   |                   |     |    |                  |  |    |            |  |    |                 |  |    |                    |  |    |
|--|---|-------------------|-----|----|------------------|--|----|------------|--|----|-----------------|--|----|--------------------|--|----|
| <p>This Monument<br/>         Is Erected<br/>         By<br/>         Many Citizens Who Regret<br/>         the untimely death<br/>         of those Pilots who in the<br/>         faithful discharge of their<br/>         Duty<br/>         were suddenly called to<br/>         meet their God</p> | <table border="0"> <tr><td>Thomas B. Grissom</td><td>age</td><td>39</td></tr> <tr><td>Robert S. Walker</td><td></td><td>32</td></tr> <tr><td>C.C. Piner</td><td></td><td>25</td></tr> <tr><td>Charles Doshier</td><td></td><td>26</td></tr> <tr><td>Laurence Gillespie</td><td></td><td>23</td></tr> </table> | Thomas B. Grissom | age | 39 | Robert S. Walker |  | 32 | C.C. Piner |  | 25 | Charles Doshier |  | 26 | Laurence Gillespie |  | 23 |
| Thomas B. Grissom  | age   | 39                |     |    |                  |  |    |            |  |    |                 |  |    |                    |  |    |
| Robert S. Walker   |   | 32                |     |    |                  |  |    |            |  |    |                 |  |    |                    |  |    |
| C.C. Piner   |   | 25                |     |    |                  |  |    |            |  |    |                 |  |    |                    |  |    |
| Charles Doshier  |   | 26                |     |    |                  |  |    |            |  |    |                 |  |    |                    |  |    |
| Laurence Gillespie   |   | 23                |     |    |                  |  |    |            |  |    |                 |  |    |                    |  |    |

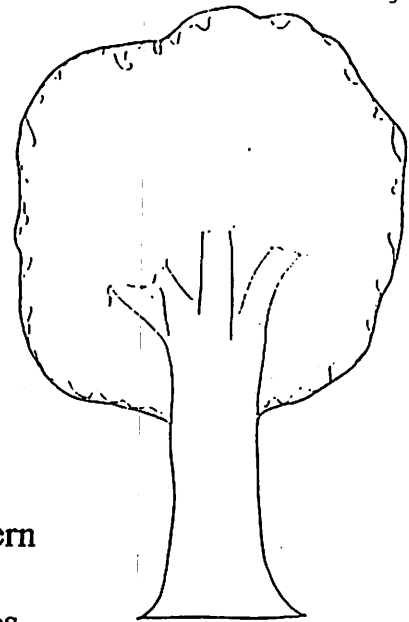
Pilots and Crew of the  
 MARY L. SPRUNT were lost  
 April 13, 1877

|  |   |                |     |    |                    |  |    |               |  |    |                  |  |    |                   |  |    |
|--|---|----------------|-----|----|--------------------|--|----|---------------|--|----|------------------|--|----|-------------------|--|----|
| <p>The winds and the sea sing<br/>         their Requiem,<br/>         and shall,<br/>         forever more.</p> | <table border="0"> <tr><td>Joseph Bensell</td><td>age</td><td>46</td></tr> <tr><td>Thomas W. Brinkman</td><td></td><td>32</td></tr> <tr><td>John D. Trout</td><td></td><td>24</td></tr> <tr><td>James R. Sellers</td><td></td><td>21</td></tr> <tr><td>Robert St. George</td><td></td><td>22</td></tr> </table> | Joseph Bensell | age | 46 | Thomas W. Brinkman |  | 32 | John D. Trout |  | 24 | James R. Sellers |  | 21 | Robert St. George |  | 22 |
| Joseph Bensell   | age   | 46             |     |    |                    |  |    |               |  |    |                  |  |    |                   |  |    |
| Thomas W. Brinkman   |   | 32             |     |    |                    |  |    |               |  |    |                  |  |    |                   |  |    |
| John D. Trout  |   | 24             |     |    |                    |  |    |               |  |    |                  |  |    |                   |  |    |
| James R. Sellers   |   | 21             |     |    |                    |  |    |               |  |    |                  |  |    |                   |  |    |
| Robert St. George  |   | 22             |     |    |                    |  |    |               |  |    |                  |  |    |                   |  |    |

Cape Fear Pilots, were drowned,  
 Dec. 11, 1872

# *Under the Genealogy Tree*

by: Gwen Causey



For the beginning genealogist, a good place to begin is the library at Brunswick Community College at Supply, NC. There you will find on microfilm all NC census records for 1790-1910. Purchased recently were 23 rolls of the 1920 census for the counties of Southeastern and coastal NC. The library has a good collection of books that pertain to Brunswick and surrounding counties. Many of these are printed censuses, family histories, and court records. The Southport Leader (1890-1906), an early Southport newspaper, is on microfilm and available for your use. Summer library hours are 8 a.m. to 10 p.m. Monday, Tuesday, Wednesday, and Thursday.

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The Brunswick County Commissioners recently voted to reprint the book, The History of Brunswick County North Carolina by Lawrence Lee. Copies will be available at a cost of \$15.<sup>00</sup>. More information will be included in our next News-Letter.

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*Index to Old Wars Pension Files, 1815-1926.* The "Old Wars" pension application files are for service based on death or disability incurred during service in the US Army, Navy, and Marine Corps between the end of the Revolutionary War and the first year of the Civil War in 1861. The claims are for service in the Mexican War, the Indian Wars, the early part of the Civil War, and a few are for service in the War of 1812.

For more information on this book and others, write: The National Historical Publishing Company, PO Box 539, Waynesboro, TN 38485.