



NEWSLETTER

BRUNSWICK COUNTY HISTORICAL SOCIETY
BOX 874, SHALLOTTE, N. C. 28459

VOLUME XLI

AUGUST, 2001

NUMBER 3

AUGUST MEETING TO BE HELD AT BRUNSWICK TOWN

The next meeting of the Brunswick County Historical Society will be a walking tour of Brunswick Town Historic Site Museum near Orton Plantation. The tour will begin at 5:30 P.M. and will be led by site manager, Jim Bartley.

The tour, which will be our quarterly meeting, will be held Monday, August 13, 2001. Arrangements have been made for those who wish to carpool. Meet at Concord Methodist Church in Supply, NC at 4:45 P.M. For directions, call the site at 371-6613.

Brunswick Town was a prosperous colonial port town and the scene of early rebellion against British authority. The town was destroyed by fire during the Revolutionary War and never rebuilt.

In 1862, the Confederate Army built Fort Anderson on top of the abandoned town site. The fort fell to Union forces early in 1865.

Brunswick Community College Library
PO Box 30
Supply, NC 28462

April 30, 2001

Brunswick County Historical Society
PO Box 874
Shallotte, NC 28459

Dear Society Members,

Through the efforts of your organization the College Library now has a complete set of North Carolina Census Records for 1920. This resource would not be as readily available to the citizens of Brunswick County without your support. Many folks have used these microfilm reels for genealogical research. Often they are folks visiting the area from out-of-state. It would be nice to see even more people use this resource

along with the other genealogy and local history materials available in the College Library. I hope to add more information about this collection to our web site.

Would you remind society members that these materials are available for them to use? I would also like to sincerely thank the society for providing these records to the community. It has been my goal to secure a press release, but due to unusual circumstances it has not been possible. Perhaps the society members can facilitate a press release.

Once again, your contribution is appreciated.

Sincerely,
Sharon Gore
Director of LRC

LONGWOOD, NORTH CAROLINA NEIGHBORS NORTH OF THE BORDER

By: Wynness Thomas, Special Correspondent to the *COASTAL COURIER*, August, 1989
With credit to David Bennett

One day William Asbury Long, or Jinx Long, as people called him, looked at a picture of Bessie Lee Butler, Melvina Butler McKeithan's youngest daughter. Although he had never seen the lady, he made the remark, "That's the woman I'm going to marry." A short time later Jinx met Bessie and they were married in March, 1907.

Longwood is a small community five miles from Grissetown, NC on Highway 904 in Brunswick County. The community was named by Jackson Brothers Railroad and Lumber Company in 1922 for the Long family living there.

The Butler family first owned the land and passed it on to the Long family. The first Butler to come to Brunswick County was Daniel Louis Butler, born March 10, 1804. He married Martha Ivey, born June 14, 1810.

Martha's dowry was a tract of land on which they established Royal Oak Plantation. The acres of cotton were tended by many slaves, descendants of whom still live in Longwood and the surrounding community. Daniel also built a lumber mill on a pond fed from the Waccamaw River. This mill provided lumber for many of the area homes and barns, some of which are still standing.

The children of Daniel and Martha Ivey Butler were: Mary, Benjamin, John Genevia, Rossannah, Louisa, Francis and Myriam.

John joined the Confederate Army as a private in Company C 30th Regiment N.C. Troops. He was captured at Spotsvelinia [sic] Court House in Virginia May 12, 1864. The following year he died in a prison camp in New York, a victim of typhoid.

Benjamin Louis was born in 1836 at Royal Oak Plantation. He enlisted in the Confederate Army as a Sergeant in Company C 30th Regiment N.C. Infantry. He was present at Appomattox when Gen. Robert E. Lee surrendered to U.S. Grant April 9, 1865.

After the war, Benjamin returned to Royal Oak Plantation and became a farmer and carpenter. He built his own house, his furniture and a school house. He hired a tutor for his children and the others in the neighborhood. The school house is still standing as well as the fence surrounding the Butler family cemetery.

Benjamin married Mary Melvina Cox Nov. 17, 1867. Their children were: Daniel S., Mary Ellen, Susie, Johnny, Cornelis, Willis and Bessie Lee, great grandmother of David Bennett.

During the diphtheria epidemic in 1883, all of these children contracted the disease but only Mary Ellen and Bessie Lee survived. At one point it was so bad that three died in one week. As soon as the family would bury one child and return to the house, another would be dead. Five little graves in the Butler graveyard are a sad reminder of the tragedy.

In his will, Daniel Butler left a Bank of New Hanover Certificate for \$1,100 and sundry notes amounting to \$700 and a tract of land on the Waccamaw River, to his seven daughters and the two surviving daughters of his son, Benjamin, Mary Ellen and Bessie Lee.

In 1888, after Benjamin's death, Mary Melvina married Isiah McKeithan, a laborer on the farm.

Mary Ellen Butler married George Brooks Ward. They had seven children. Their house was on the old Butler property and this house, as well and the house of Daniel and Martha, still remain.

Bessie Lee Butler married Jinx Long. He was raised on the family farm on the Georgetown Road near Calabash, NC, once a great plantation owned by his grandparents, the Rev. Reubin Joseph and Nancy Hathway Long. The old cemetery, also located on this road, contains the graves of the Long and Frink families.

In 1906, Jinx Long opened a store on what was then known as Butler pond. After he and Bessie Lee were married they moved in with Melvina and Isiah McKeithan until their house was completed in 1908. The large two-story building with a porch on the front, contained a parlor and three rooms downstairs. The two large upstairs rooms in later years served as apartments for their children and their families. A dining room and kitchen were connected to the house by a breezeway.

When the house was completed, Jinx's parents, John Melvin and Fanny Gore Long, came to live with them. John died in August 1921 and Fanny in September 1922. The children of Jinx and Bessie Long were: Aleen, Vinson (grandfather of David Bennett), Herman, Lucille, Earl, Leamon, Bernell, William Asbury, Jr. and Laverne.

As the years passed, people stopped paying on the accounts in Jinx's store. In order to pay his creditors, Jinx began selling tracts of land to Jackson Brothers Railroad and Lumber Company. Jackson Brothers came in and opened the mill on Butler Pond and began cutting the timber off the land. Thus, Jackson Brothers named their new operation Longs Wood after Jinx Long. Eventually Longs Woods became Longwood.

The population of Longwood grew as workers came in to cut timber for the Jackson Brothers. Once the timber had been cut and the mill closed, many of the workers moved away. Jackson Brothers then began selling the cleared land to local people as well as newcomers to the area.

Longwood didn't completely die when Jackson Brothers left. Longwood Baptist Church was established in the 1940's and is still in existence today. A popular spot for teenagers in the '50s was Longwood Grill, owned and operated by Genevia Boyd. Young people met there to socialize, eat hamburgers and drink cokes while listening to the latest tunes from the jukebox.

Jinx Long died in 1951 and Bessie in 1952. They are buried in the George Ward Cemetery on the old Butler Plantation along with Bessie's parents, grandparents, brothers and sisters. The Jinx Long house burned down in 1954; the cause of the fire is unknown.

Today the abandoned grill, Quen's County Store and the D.S. Gore store are reminders of the prosperous years of Longwood. The large plantation owned by the Butler family and the influence of the Jackson Brothers have faded into obscurity. The Reeds County Store and a garage are all that remain of that once thriving community.

ITEMS OF GENEALOGICAL INTEREST *THE RECORDER, 1829-1833*

December 15, 1830 Valuable Property For Sale

A valuable rice farm for sale in Brunswick County and lying in the point formed by Old Town Creek at its junction with the Cape Fear. This plantation adjoins the land of Marsden Campbell, Esq. on the river and runs up Old Town Creek immediately opposite the land of John Green and John Collier Baker, Esq. for a considerable distance above the lower bridge. It contains 1400 acres, 250 to 300 acres low land of superior quality, 135 acres under bank and ditch and in fine order to receive a crop. The high land is a mixture of Pine, Oak and Hickory, 140 acres cleared and under fence and well adapted for corn, peas and potatoes. Improvements consist of a comfortable dwelling house of brick, 20 x 20, story and a half high, four comfortable rooms, a brick kitchen and overseer's house. Good negro quarters, excellent well water, two barns, 10,000 bushel capacity. This plantation can be divided so as to make two settlements. Terms liberal. See R and Thomas Cowan, Jr., in Wilmington.

Thomas Cowan

HURRICANE OF '93 WAS AMONG WORST EVER HERE

By: Bob High

Article appeared in THE STATE PORT PILOT, 3 August 1988
Bob High is Editor of the NEWS REPORTER, Whiteville, NC

Brunswick County was hit by two hurricanes within six weeks, during the late summer and early fall of 1893, the first storm's winds peaking at 72 miles an hour and the second clocked at a minimum of 115 mph.

The county's buildings and people escaped serious injury during the August 28 hurricane which swept the lower South Carolina islands clean, drowning more than 800 persons, although ravaging seas swept onto area beaches and caused some loss of life to various crews, and many other sailors were saved by Brunswick people.

The *Southport Leader* newspaper of October 19, 1893, reported on the "fearful storm" as the worst to ever strike the community and county and miraculously, there was no reported loss of life and damage was described as being "comparatively slight" to the town.

Powerful winds pushed the seas up the Cape Fear River and water destroyed all the wharves along the Wilmington waterfront and smashed holding pens at all the lumber mills, setting adrift an estimated 12 million feet of timber, all of it driven up the river and piled against bridges.

Described in a headline as "laying the August storm in the shade," the October monster had been predicted by the weather bureau and precaution is attributed to the saving of life and property.

"Thursday night (October 12) the wind blew at 48 miles an hour; at eight o'clock Friday morning it was blowing at 54 miles an hour until about 11:30, the velocity of the wind steadily increase until...it reached 115 mph."

At the time the wind peaked, three men were struggling with a fishing boat, attempting to keep it from hitting on the town wharf, and "Capt. E. H. Cramner, his son E. H. Cramner, Jr., and Gus Swan...found themselves unable...to keep up the struggle any longer.

"Mrs. Cramner, Miss Kate Stuart, Mrs. Foley and others were anxiously watching them from the shore and soon saw that the boat *Blanch Creamer* was sinking, the boat's stern having struck heavily on the piles of Miss Kate Stuart's wharf.

"All shouted to the men to leave the boat, and Miss Kate bravely started out with life preservers, but was held back by her sisters from a most perilous and probably useless struggle.

"There is no telling what would have happened had not Gus Swan, at the imminent risk of like and limb (for there was timber and debris of all descriptions dashing about), sprung overboard with a line around his waist after a terrible battle with the waves reached the shore in safety, thoroughly exhausted.

"The rest was easy. Capt. Cramner came ashore by the line as did Ed Cramner, who had been playing out the line for Swan. The *Creamer* went down just as they reached shore.

"During the morning the pilot boat *Louise F. Harper* dragged her mooring, drifting across the harbor and, after striking lightly on the oyster rocks southwest of the U.S. Reservation, sailed right into the little custom house building, already in a shaky condition, and carried it completely away. The *Harper* brought up easily on the beach at the foot of the reservation where she now lies in an almost uninjured condition. She will be gotten off as soon as her ballast can be removed.

"At 2 o'clock in the afternoon, after the great blow was over, the bark *Salem* and the schooner *B. I. Hazard* in some way got their anchor chains foul of each other while steering, and drifted together. Both vessels lost their jib booms and damaged their rigging somewhat.

"While all this was going on, the crew of the other pilot boat *Addie* becoming alarmed, slipped their mooring, hoisted their jib and scudded away up the river out of harm's way.

"They reached Wilmington in short order giving that city the only news from Southport that was obtainable, the wires having been blown down about 11:30.

"From one end of town to the other, the harbor front presents a desolate appearance, strewn as it is with timber, boats and the wreckage of wharves, fish houses and other buildings.

"Beginning at the southeast corner of the city, C. H. Smith's front is badly washed away from 10 to 20 feet. Immediately in front of the house was a row of cedar trees, these all down, the water having washed away the ground from under them, and at least six feet farther back.

"Of course, the fence is completely gone. The Southport Lumber Company's mill suffered very little damage considering the severity of the storm and also that the previous storm had washed away so much of the ground. The water reached the engine and boiler rooms, washing away a portion of the sawdust conveyor, some supports near the engine room and a few planks in the platform.

"The canning company's place was slightly damaged, some planking becoming loose and drifting off. The Coal Company's wharf lost about a half dozen planks. The bank in front of T. M. Morse's sidewalk and Capt. J. T. Jacob's house was badly worn by the waves, part of Capt. Morse's sidewalk caving in...

"Mrs. Arthur Pinner and Mrs. John Fisher, with her children, had quite a serious time at their house near the foot of Rhett Street. Mrs. Pinner and Mrs. Fisher were rescued from the kitchen portion of the dwelling after the waves had washed away most of the passageway to the main building. Willing hands moved the furniture up to the Ullery house. The house received scarcely any damage.

"The scene in front of Miss Kate Stuart's house reminds one...of the appearance of Johnstown, Pa., after the great flood. Timber and wreckage of every description was piled...in front of the house, reaching almost to the second story.

"A force of 10 men was kept busy there nearly all day Friday fending off the heavy timbers which, like battering rams, threatened destruction to this historic old house.

"Capt. Cramner's house next door, was still more roughly used, the upper portion of the front porch being lifted off and carried clear of the house, landing in Bay Street. About half the tin roof of the Frink house was blown off.

"The high tide and tremendous seas finished up Miss Kate Stuart's and the Wilmington's wharves sometime before noon. W. T. Pinner's oyster house and the small warehouse of the Steamboat Company going down with the wharves.

"Phye, Pullan & Week's landing went early in the day, also the approach to Capt. J. T. Harper's wharf. The U. S. government wharf...comparatively new...was uninjured; the dredge *Woodbury* which was moored to the head of this wharf, never stirred a foot...and was absolutely uninjured.

"The house occupied by J. T. Thompson and family was deserted during the morning, the rising waters threatening to undermine the foundation...only one corner shows the effects of the storm.

"Near this was the old building owned by John L. Wescott, the Smithville Saloon and the Ocean House. These were completely flattened out.

"P. C. Tharp's barber shop was moved in about a foot...the pilot's office lost a plank or two. The old boat shops near here were knocked about...the only damage to Doshier, St. George & Co.'s store was the loss of the front and rear steps.

"The hulk of the pilot boat *Wild Cat* drifted up in the rear of the building used by Doshier, St. George & Co. for a warehouse and no doubt saved this structure. All the fish and oyster houses west of this were completely swept away. The support under Theo. McKeithan's boat house in the western part of the city were unsettled, leaving the building in a tottering condition.

"The schooner *Mary E. Morris*, Capt. Jas. Smith, from Charleston bound to Richmond, loaded with phosphate rock, was anchored off Cape Fear bar when the storm commenced. In endeavoring to change her anchorage...the *Morris* brought up at Lockwood's Folly, the immense sea carrying her high and dry on the beach, where she now lies broken in two, where even a high tide can reach her. The crew is safe.

"The schooner *R. S. Graham* anchored near the bar and on Friday...lost her stern anchor. The crew took to the rigging as the sea was breaking over her...the bow anchor held...but when the *Graham* came to get underway after the storm, it was found that the rudder was gone.

"The schooner *Charles C. Dame* with Capt. Samuel S. Grove, was bound from Norfolk to Charleston with a load of coal. Nine miles west of the Charleston light, the hurricane hit and the ship was pushed all the way back to Frying Pan Shoals where the ship is grounded at 2 a.m. Saturday. Previous to this all the sails had been blown away except for the foresail and spanker. Both decks were washed away in less than four hours. Fortunately the bowsprit and part of the foremast still held, the crew sticking to them until taken off by Capt. Watts and his men...Saturday afternoon.

"The steam dredge *Occoneechee* at work just above Southport in lower Snow's Marsh cut was blown on the west bank of the channel...The flooring of the approaches of Orton and Kendal was washing away...the track on the causeway at Orton...carried away. Harper's Pier opposite the plantations lost track and ties...at the Rocks six small cottages were carried away...

INCIDENTS OF THE STORM

"The big flag pole of the signal service toppled about noon.

"A. M. Guthrie says he waited until the water was ankle deep...in his house and then took his family out...in his boat.

"Frank P. Lewis...removed all his oars, nets, etc. from his boat house early Friday so that he lost nothing but his building.

"Capt. T. M. Thompson says the water was 40 inches deep in his yard...

"The waves washed clear over portions of Oak Island and about noon carried eight cattle owned by R. D. Willard. The cattle landed at the foot of Dry Street, none the worse for their journey.

"A letter...from Mate Anderson of the Frying Pan Shoals lightship says two of the boats were broken and washed away, Deckhouse stove in, part of the binnacle broken, doors, windows and iron railing on the deckhouse twisted and broken.

"Bridges over Dutchman's and other creeks were carried away.

The bark *Artemis* came in less her mizzen top mast, main top mast and main top gallant mast...

"The German bark *Zee Nymph* shifted some of her ballast in the storm and was considerably listed when she arrived.

"Tuesday the tug *Alex Jones* picked up an abandoned schooner 12 miles east of the lightship. She proved to be the *Julia A. Trubee* loaded with yellow pine lumber...in a waterlogged condition and rudder gone."

HISTORY TELLS OF HEROIC RESCUE BY SOUTHPORT LIFESAVING CREW

By: Bob High

Article appeared in THE STATE PORT PILOT, 3 August 1988
Bob High is Editor of the NEWS REPORTER, Whiteville, NC

Oak Island's Life Saving Service and three Lockwood's Folly fishermen are credited with saving many lives from wrecked and stranded sailing ships which were blown onto the Brunswick County beaches during the hurricane of August 28, 1893.

Stories in *The Wilmington Mesenger* told of several incidents of ships being wrecked and the heroic acts of the Brunswick Country men, saving sailors from the *Three Sisters*, *Kate E. Gifford* and *Wustrow*.

The Messenger's report of September 1, 1893, tells the following story:

"The life saving crew which rescued the sailors from the stranded ships *Three Sisters* and *Kate E. Gifford* was commanded by Capt. Dunbar Davis of the Oak Island Life Saving Station and Capt. C. W. Watts of the Cape Fear station.

"The crew consisted of 11 men, some of whom were volunteers while others belonged to both stations. When Capt. Watts saw the *Three Sisters* in trouble in Corn Cake Inlet on Monday (August 28) he took a small boat and at the risk of his life went through the terrific hurricane to Southport to get the lifesaving crew together.

"This done, they went seven miles to the Cape Fear station to get the life boat and apparatus. Then they put out to the *Three Sisters* and when they got there the life boat was half full of water.

"They bailed it out and then in attempting to go through the surf to the founded ship, the life boat filled time and again, but they would bail her out and try it again until they succeeded in rescuing the five sailors, whose lives were in imminent (*sic*) danger.

"The brave men of the life saving crew did this at the risk of their own lives, and they are heroes whose true manhood and bravery the world will admire.

"After saving the crew of the *Three Sisters*, the crew went at least 15 miles down the beach and saved the eight men who were on the schooner *Kate E. Gifford*. They dragged the mortar on the beach beside her, and after shooting a line across the stranded vessel, they brought the imperilled (*sic*) sailors safely to land by means of the breeches buoy run to the shore by rope and pulley.

"The rescuing crew was on duty two days and nights without food or sleep, and this self-sacrificing heroism and bravery was displayed without hope of any great reward.

"The lifesaving crew are not on pay or duty until September 1st of each year, but they should be paid the year round, or the duty at least should commence August 1st.

"Capts. Davis and Watts and their crew deserve fitting and substantial recognition, and we hope they will be rewarded bountifully for the incalculably good service they have rendered. They must have it.

"There are also three heroes who deserve recognition and they are Mr. Marshall Nance and two of his crew, whose names we did not learn. These brave men saw the German brig *Wustrow* when she was wrecked and they plunged into the surf and pulled her exhausted crew out to dry land.

"Mr. Nance and the two men who assisted him were fishermen of Lockwood Folly's. They risked their lives to save strangers who were from a foreign land," the item concludes.

ASH MAN CLOSES WITH BEAR IN
STRUGGLE TO THE DEATH
From: The Brunswick Beacon, Vol 1, No 5
Nov. 29, 1962

An incident which took place last Tuesday in Brunswick County points up two things: the abundance of big game in the area and the raw courage of its human population.

The unusual story developed in following fashion. About 7:30 that morning, Harley Gore, 68-year-old farmer and mule-trader of near Ash, was going about his routine chores when he heard his dogs making cry. Gore happened to be holding a bush axe at the moment; thinking his hounds had treed a raccoon, the farmer picked up his single-barreled shotgun—loaded with bird shot—and took off in the direction of the fuss. In his other hand he toted the axe.

Reaching a bushy pine circled by his yapping dogs, Gore walked directly beneath the tree, looked up for a coon and saw a bear! Instead of beating a retreat the farmer up and shot bruin. Beast fell out of the tree and the dogs were on him.

Gore, afraid to reload and shoot again for fear of hitting his dogs, growled savagely and dropping his gun, closed in hand-to-hand combat with the wounded and dangerous predator. The bear turned on the man, recognized a greater enemy, no doubt. Gore swung his axe again and again, finally disemboweling the great and shaggy king of the forest.

The hounds raised exultant cry to the heavens and, darting in and out, tore at the lifeless fur coat of mister bruin. To the human hunter came severe reaction then.

Into the woods he ran, sweat pouring from his brow. On and on he went. Briars tore at his flesh but he felt no pain—only a sense of relief which left him strangely weak and shaken. A longish time passed before Gore realized he was lost.

Out of the woods he came—in back of Waccamaw School. The students were pouring from the corridors of learning. It was then 3:30 p.m Harley Gore had been lost in the woods for eight hours.

He was exhausted. But the farmer doughtily refused medical aid. The only concession he

made to his age and brutal experience was to take to his bed; perchance to sleep, and to dream of wrestling dragons as black as original sin.

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A local newspaper, SHALLOTTE PRESS, issued Volume 1 Number 1 on Thursday, November 1, 1962. It cost 5 cent per copy or \$2.00 per year.

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LADY NAMES PAPER, OTHER WINNERS
From: The Brunswick Beacon, Nov. 29, 1962

The lady didn't believe it. Believe what? Believe that he had won fifty dollars simply by naming a newspaper.

Mrs. Jo Ann Simmons, coproprietor of the Holiday Restaurant and the Holiday Drive In Theatre, along with her husband, Jesse, won first prize by naming Brunswick County's newest periodical "THE BRUNSWICK BEACON."

Second prize of ten dollars went to Carl Kirby of Southport, who with his brother, operates Kirby's Prescription Center in the Brunswick county seat. Carl's submission was "The Brunswick Tide."

Five free annual subscriptions go to the following honorable mention contest winners: Mrs. Elbert Canady of Rt. 1, Shallotte, for "The Beacon" (without the prefixed 'Brunswick'); Mr. Bob Milligan of Ash, for "Tideland Times"; Mrs. Thelma Comeau of Bolivia, for "The Brunswickian"; Mrs. R. B. Hawes of Shallotte, for "The Brunswick Banner", and to Mrs. Nelson Bennett also of Shallotte, for a duplication of "The Brunswick Banner."

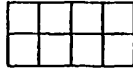
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THE BRUNSWICK BEACON
November 1, 1967

N. C. Agriculture Commissioner James (Jim) Graham spoke to some 3,000 Brunswick Electric Membership Corporation members at the annual meeting in Whiteville last Friday.

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Agricultural Extension Agent, Milton Coleman, said two more herds of swine have been diagnosed as having hog cholera. This brings the

current number in the new outbreak to seven. Several other herds are under surveillance [sic].



The latest addition to Southport's growing sport fishing fleet arrived at her berth at the Elizabeth River Marina on Monday afternoon just before sunset. She is the "Tradewinds", a sleek and trim fifty-foot headboat recently purchased by Captain Chapel Nelson who is also one of the Port Captains on the Southport-Fort Fisher Ferry. Captain Nelson's wife Betty operates the Tradewinds Restaurant at Yaupon Beach.

Winners of the "clean-up and fix-up" campaign, sponsored by the Brunswick Electric Membership Corporation, were announced by High D. Vance at the coop's annual meeting in Whiteville. First place prize went to Mrs. Quida [sic] Hewett's Busy Bee 4-H Club--\$100; in second place was the Sabbath Home Baptist Church and third Holden Beach Ladies Club.

The Reverend P. M. Dorr, former pastor of the First Baptist Church of Shallotte will hold a revival at that church November 6-12. Rev. Dorr is present pastor of the Second Baptist Church of Chester, SC.

A fund raising drive is in progress to help relocate Mrs. Addie Hewett Russ whose home burned recently. Mrs. Russ, a widow, lost all her possessions in the fire that completely destroyed her home in the Leland community.

THE BRUNSWICK BEACON
December 3, 1970

Initial site work has been started for the three consolidated high schools in Brunswick County. Grading contractors are working on all three school sites and estimate that the grading and other site work will be completed within the next thirty days.

The Brunswick Beacon has been purchased by a new company headed by Kelvin B. Mackay, who became publisher of the Shallotte newspaper effective Dec. 1. Sale of the newspaper and its companion publication, "The Dolphin Vacation Guide," was announced this week by Robert Stanley, Sr., founder of both publications, who cited personal reasons for leaving the publishing business.

ABSTRACTS FROM NEWSPAPERS OF
WILMINGTON, NC
1807-1810
Volume V
By: Raymond Parker Fouts

November 9, 1815 Land for Sale. The Plantation late the residence of Mr. Daniel Bellune dec'd on Lockwood's Folly River, containing about 920 acres, on which there is a Dwelling House, Out Houses, Orchard, Grist Mill and a Ferry, immediately on the road to Smithville, and contiguous to the one leading to Wilmington. The premises may be viewed by applying to E. Clemmons the present occupant. Also, 640 acres, on a branch of Little Shallot, on which there is an excellent Mill Seat. Persons wishing to purchase, will apply to John C. Baker, or John J. Gause of Brunswick County, or to the Subscriber in Horry District, South Carolina.
B. Durant

June 13, 2001

Mr. Henry Williams
PO Box 874
Shallotte, NC 28459

Dear Mr. Williams,
The Brunswick Community College Foundation Board and Brunswick Community College would like to thank you for your recent donation of a book by William E. Pigott, Jr. It is people like you that make the dreams come true for our students, the college, and the community. Again, thank you.

Sincerely,
John S. Holleman, Jr.
Executive Director