



# NEWSLETTER

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

VOLUME XLI

MAY, 2001

NUMBER 2

**MAY MEETING  
BEMC, SUPPLY, NC  
MAY 14, 2001  
7:30 p.m.**

## **BIRDS AND FLOWERS OF BRUNSWICK COUNTY, NC**

Ever wonder about the names of flowers you may see along the roadside? Wish you knew the number of insectivorous plants in the Green Swamp? Do you wonder about the nesting habits of the woodpecker? What about the pelicans and their flight patterns? These and other questions will be answered by our guests at the May meeting. David and Marjorie Harper will be speaking on the birds and wildflowers of Coastal Carolina. He's an ornithologist and she's called "the flower lady." Whether you're an enthusiastic amateur or exacting professional, you won't be disappointed by our speakers.

## **SOCIETY OFFICERS 2000-2003**

**President: Henry C. Williams  
Vice-President: Bertha Grohman  
Secretary: Helen Taylor  
Treasurer: Gwen Causey  
Directors: Lucille Blake, Johnsie Holden  
Newsletter: Gwen Causey**

## **MEMBERSHIP NEWS**

As of May 1, 2001, 57 members have paid dues. Again, as last year, Newsletters are being sent to five libraries and one historic site. Check the Membership List for your name. Dues are \$10 per year or \$100 for a life membership. This includes four Newsletters a year. Send dues to: Treasurer, BCHS, PO Box 874, Shallotte, NC 28459.

The bank balance is \$1737.73.

Do you know of an interesting program on Brunswick County? Maybe you have an idea for a future program or would be willing to present a program. Contact Bertha Grohman at PO Box 874, Shallotte, NC 28459.

The social committee needs members to provide refreshments for our meetings. If you can help with this contact Bertha at the same address listed above.

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## **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.

## MEMBERSHIP LIST—2001

1. Johnsie Holden, Life Member
2. Judy Holden, Life Member
3. Tammi Cooke, Life Member
4. Mary Mintz, Life Member
5. Sherry Cornwell, Life Member
6. Brunswicktown State Historic Site
7. Brunswick Community College
8. New Hanover Public Library
9. NC Collection, UNC
10. Columbus County Library
11. Ft. Wayne Public Library
12. Anne Neroni
13. Ruth Young
14. Douglas Hawes
15. Ed Sellers
16. James Harrington
17. Connie Schutte
18. Leif Rowles
19. Helen Pedersen
20. Wayne Cole
21. Annie Bracken
22. Sonja McCucheon
23. Floyd Phelps
24. Lillian Batson
25. Harvard & Huline Holden
26. M. L. Sellers
27. Pam Tankersley
28. Rose Hadnot
29. Janie Parker
30. Bertha Grohman
31. June Bitner
32. Eloise Gibson
33. W. E. Bellamy, Jr.
34. Shelton & Janice Pigott
35. Doreen Holtz
36. Susie Carson
37. James W. Fisher
38. Peter Wyckoff
39. Ernestine Mercer
40. Mildred Mercer
41. Barbara Wilson
42. Eddie & Carol Beauvais
43. Warren Phelps
44. Sarah A. McNeil
45. James E. Kirby
46. Henry Williams
47. Don Jenrette
48. John Butler
49. Jarvis Baillargeon
50. Richard Eisenman
51. Nellie Sue Creech
52. Edwin Taylor
53. Helen Taylor

54. Roberta Brady
55. Adeline Barber
56. Doris Thompson-Connor
57. Kay Zittle
58. Mabel Harden
59. Roderic Bellamy
60. James Marlowe
61. David Lewis
62. Eddie Clemmons
63. William E. Pigott, Jr.

## REENACTORS WANTED FOR 26<sup>TH</sup> N.C. TROOPS

The 26<sup>th</sup> North Carolina Troops, the largest single Civil War reenactment unit in the State of North Carolina, is now recruiting new members in Brunswick County. The 26<sup>th</sup> NCT offers members a chance to live history as well as study it.

Since its inception in 1981, the 26<sup>th</sup> NCT has recorded many firsts in the reenacting community. From its work with the National Park Service at Gettysburg and Appomattox Court House, to its participation in the 125<sup>th</sup>, 130<sup>th</sup> and 135<sup>th</sup> Anniversary Battle reenactments, the 26<sup>th</sup> has become a recognized leader in the world of reenacting.

In addition to fielding three to four infantry companies, the 26<sup>th</sup> NCT is fortunate to have its own artillery, the 1<sup>st</sup> North Carolina Artillery. This battery of four guns boasts the only horse-drawn artillery in the state and one of only 20 in the entire country.

The 26<sup>th</sup> NCT also has one of the finest fife and drum corps in the realm of reenacting. The corp is always looking for people with a sense of history and a love for music.

Rounding out the opportunities offered by the 26<sup>th</sup> NCT, the 5<sup>th</sup> North Carolina Cavalry and the 37<sup>th</sup> Virginia Cavalry (portraying a company from Rockingham County) serve with the 26<sup>th</sup> NCT in the field.

For information on joining the 26<sup>th</sup> NCT, persons may contact Brett Knowles at 6401 Old Fort Road, Wilmington, NC 28405. The 26<sup>th</sup> NCT Web site is <http://www.26nc.org>.

## STEAMBOATS ONCE LINKED RURAL AREAS ON CAPE FEAR WATERWAYS THEIR CARGO RANGED FROM PIGS TO PRESIDENTS

By: Susan Usher Eggert, *THE BRUNSWICK BEACON*, March 7, 1991

The first steamboat on the Cape Fear River, the *Prometheus*, had been in operation about a year when it carried what was to be its most prestigious passenger.

Constructed by Otway Burns at Swansborough, the *Prometheus* had arrived at the Cape Fear in 1817, and was used as a packet boat between Wilmington and Smithville. Carrying freight, mail and passengers, the boat went into regular service June 20, 1818.

On April 17, 1819, its complement was anything but usual, including the president of the United States, Wilmington researcher Bill Reaves notes in Volume I of his *Southport: A Chronology*.

James Monroe, serving his first term as the nation's fifth president, traveled from Wilmington to Smithville, now Southport, aboard the *Prometheus*. From Smithville, he proceeded to Georgetown, S.C. by other means.

One hundred feet long and flat-bottomed, it was said the paddlewheel steamer "could run on a heavy dew," though her career was a short-lived seven years, notes Bonita Dale Brown of Currie.

Mrs. Brown has spent the past 10 years researching the steamers that once ran the Cape Fear River and its tributaries. Mrs. Brown's interest in steamboating was piqued by Olivia Pridgen, grandmother of her husband, Teddy Brown. "She told us stories of riding to Wilmington on the *Alice* and the *Whitlock*. She could then take the train to Enfield where her husband's family lived."

Other older people in the community also had memories of the steamers; soon she was hooked on the stories they told. Armed with a basic text, F. Roy Johnson's *Riverboating in Lower Carolina*, Mrs. Brown began her continuing pursuit of factual details, oral histories and photographs relating to the steamers.

But all the pleasure isn't in the finding; it's also in the sharing, as when she was able to link another local researcher, Jerry Dunn of Wilmington, with a photograph of his grandfather and his farm-to-market steamer, the *Black River*.

When she started collecting, Mrs. Brown found there were more than 100 of the boats and they ran these rivers from 1817 until 1939.

All of the larger steamboats had a cook who cooked for the captain and crew, she said. Meals were served to passengers on long trips such as from Wilmington to Fayetteville. Some of the boats were elaborately furnished, especially the captain's quarters. Some guests dined with the captain, a special privilege.

A few boats even had saloons. These were usually on the upper decks, away from the majority of the passengers. Many of the boats had as many as 30 berths for the passengers who made long trips.

The *Thelma*, built in 1914, ran between Wilmington and Fayetteville, then Wilmington and Elizabethtown, finally sinking at the bridge in Elizabethtown. It had 10 staterooms on the second deck, said Mrs. Brown, and the fare from Kelly's Cove (near Currie) to Wilmington was 75 cents one-way, including lodging and two meals.

The steamboats made stops along the river at springs or artesian wells to bring drinking water on board. They also stopped for firewood stacked along the river for that purpose, leaving the name of the boat and the company that owned it and how much wood was taken, said Mrs. Brown.

"If there were no woodpiles along the way and wood was needed, the crew would go into the river swamps and cut what was needed," she said. "The river swamps were considered common property."

While there were about 115 official landings between Wilmington and Elizabethtown alone, as a rule the boats didn't stop at every landing on each trip. Rather, they watched for signals—a white flag tied out or, at night, the glow of a lantern.

Upon arrival the boat would blow its whistle three times and people living around would all run to the landing, she said.

Of all the steamers that plied area waters, only two were paddlewheelers, the *Prometheus* and the side-wheeler *Henrietta*, which was built in Fayetteville and ran between there and Wilmington.

She made her first trip in July 1818, and had a lot of mechanical problems, said Mrs. Brown. "On the sharp turns in the river she had to be 'dropped around.' Several of the men had to secure a line to a tree on the bank so she could be hand pulled around the bend."

Still, in her old age, the *Henrietta* was called the fastest boat on the river because she made the 115-mile trip in less than 10 hours. She logged more than a million and a half miles on the river during her 40-year career.

While commercial and excursion steamers became a matter of course along the Cape Fear River and on the river between Wilmington and Smithville, it was 50 or more years later before steamboat services came up Town Creek and other tributaries of the Cape Fear.

"It was not because people didn't want a more efficient method of transportation," explained Mrs. Brown. "The boats were too large to get up the streams and it was also too expensive to travel up them for the small amount of freight to be picked up."

Captain R.P. Patterson and his *Little Sam* were responsible for opening up the steamboat traffic along the lower Cape Fear tributaries, she said. Others followed in short order.

They took advantage of the improved steampower plants available after the War Between the States that made construction cheaper and made it possible to build smaller steamers.

The *Alice* and the *Charles M. Whitlock* were perhaps among the better known of the boats that came up Town Creek in northern Brunswick County.

Owned by a black, Peter Simpson, and named for his wife, the *Alice*, traveled mainly on Town Creek and the Black River.

The *Whitlock*, which was supposedly named for a popular missionary Baptist minister in Wilmington, operated on the Cape Fear, Black River and Town Creek.

She was built at Point Caswell, at the time a bustling town off Black River that boasted saloons, warehouses, boat works, banks and post office. But, said Mrs. Brown, "When the boats quit operating the town just disappeared."

The *Whitlock* was among the last of the steamers, retiring from service in 1926.

Other steamers included the *Buck*, which operated on Town Creek and Black River; the *C.F.D.*, with Capt. W. Taft, which operated on Town Creek; the *City of Wilmington*, which ran the Wilmington to Southport route; the *Cynthia*, which ran the lower Cape Fear, and the *Elk*, which operated from Wilmington to Town Creek.

Running between Wilmington and Southport, several steamers, such as the *Elizabeth*, came into service as primarily mail carriers.

The *Elizabeth*, owned by Capt. Joseph Bisbee, carried mail and passengers until its sale in 1882 to a Capt. Nelson, of Charleston, SC.

In 1882, two other steamers, the *Minnehaha*, owned by Capt. Joseph Bisbee and commanded by Capt. Ed Burriss, and the *Passport*, under the charge of Capt. J.W. Harper, began plying the Wilmington-Southport run. Harper in 1884 bought the *Louise*, to run on the winter schedule as the regular mail and passenger boat between Wilmington and Smithville.

While freight was the main purpose of the steamers, most also carried passengers, said Mrs. Brown.

Some, however, were "very elaborate" and designed as excursion boats. In June 1871, the steamer, *Waccamaw* took excursionists on a tour of Civil War sites, with stops at the ruins of Fort Anderson, Fort Fisher, Battery Buchannan and Smithville, with a bypass of the ruins of Fort Caswell.

Other steamers plying the waters of the lower Cape Fear region included the *Sea Bright*, captained by George Hewlitt, than sank off Bald Head in 1901; the *Sea Gate*, owned by the Wilmington to Southport Line; the *Spray*, which ran from

Wilmington to Southport under the command of a Capt. Sterett; and the *Sylvan Grove*, an excursion boat carrying passengers from Wilmington to Carolina Beach.

Also, the *Governor Smith*, named for Governor Benjamin Smith of Smithville; the *Greyland*, which served the lower Cape Fear area, including Southport and Town Creek.

Overall, steamboating was safe. But it did have its hazards. On an outing to Fort Caswell in 1875, the *Governor Worth* became stuck in the mud flats for four hours and was pulled free by the government vessel *Easton*.

Mrs. Brown said boiler explosions and sinkings were also potential hazards. The first such disaster was the *John Walker*, which exploded in 1830 near the Dram Tree, a river landmark at Wilmington, killing the captain and the engineer.

Over a period of 100 years, only 36 lives were lost to disasters on the Cape Fear River.

That figure, though, doesn't include the victims of "other accidents that were not so highly publicized," she said. The crews of the steamers consisted mostly of blacks and many could not swim. If a man fell overboard it usually meant he drowned.

The steamboat era began coming to a close soon after the turn of the century. The naval stores industry was declining as the region's pine forests were exhausted. Railroads were growing in popularity.

In fact, said Mrs. Brown, the steamboats carried the crossties and other supplies upriver to build the railroads that eventually led to their own demise.

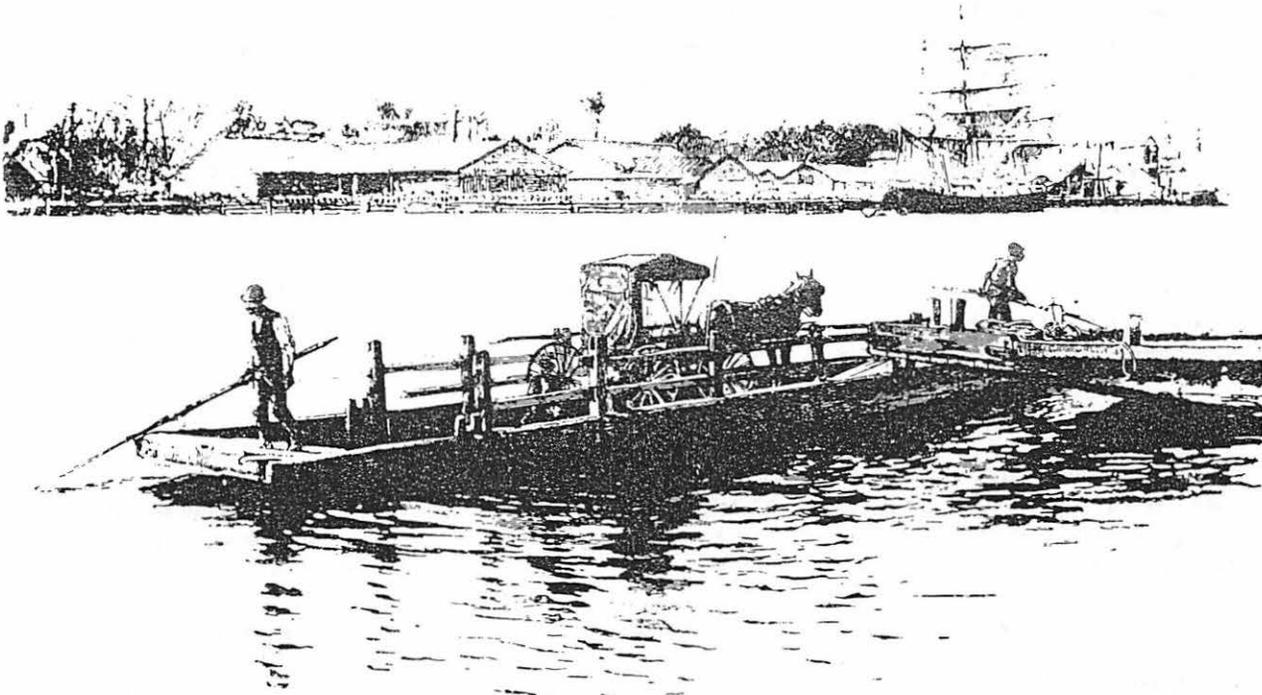
While steamboats may have disappeared from the Cape Fear River and its tributaries, Mrs. Brown doesn't want them forgotten.

Her aim, collaborating with other area researchers and interested residents, is to collect data on and photographs of as many of the steamers as possible and to eventually donate the collection to an area museum.

So far she has photographs of about 30 steamers and is looking for more.

"If anyone has a picture, if they would just let me come copy it with my camera at their home," she said. "I don't need to borrow it."

Mrs. Brown can be contacted at 910-283-7423, or at Route 1, Box 10, Currie, NC 28435.



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Etching of poled Cape Fear Ferry of late 1800's at Wilmington when the river was King.

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## JUSTICE TO A NEGRO MAN IN NORTH CAROLINA

Extracted from PEOPLE'S PRESS, Salem, NC, Vol. III, No. 33, October 1, 1853

A case has been tried this week, before the Superior Court for this county, involving principles interesting to that portion of the Northern people who look upon us of the South as barbarians. It was a suit brought by a colored man for his freedom, and the jury gave a verdict in his favor. We give the facts of the case.

George Allan (colored) brought an action of trespass vi et armis against Elkannah Allen (white) for that the latter had illegally deprived him of his liberty. The evidence on the part of the plaintiff consisted of a record of emancipation of one Clara Beal, or Allen, by one Elkannah Allen, her master, and the grandfather of the present defendant, and under whom he claimed. The record bore date July 26<sup>th</sup>, 1808, at a court of Pleas and Quarter Sessions for the county of Brunswick. It was admitted that Clara was the grandmother of the present plaintiff, and the mother of Kitty Ann, mother of the plaintiff. The issue submitted to the jury was, "was Kitty Ann Allen, mother of the plaintiff, born subsequent or prior to July 26<sup>th</sup>, 1807."

It was the object on the part of the defendant, that the act of emancipation was not valid, for the reason that there was no evidence to satisfy the Court that the bond given by Elkannah Allen, the grandfather of defendant, was executed by him, and that therefore the act of emancipation was not perfect, but void. It was contended by the plaintiff's counsel that the bond formed no part of the record, and that is the master filed his petition to the Court, praying permission to emancipate his slave, and that if the prayer was granted, the slave stood ipso facto free, 1<sup>st</sup> Dev and Bat, BRYAN vs. WADSWORTH. And that the act of Assembly required the bond to be filed under certain penalties, but did not make the liberation of the slave to depend upon that act. The fiat of the Court, upon hearing the petition, liberated the slave, if favorable to the master's wishes. Upon these facts being submitted to the jury, they rendered a verdict in favor of the plaintiff.

---WILMINGTON HERALD of October 1, 1853

### "CURSE OF THE STATE"

A tar and turpentine plantation only lasted about eight to ten years, and after the trees were bled the land was abandoned until it grew up again in pines. Ante-bellum agricultural leaders called the industry the curse of the state, and there is little doubt that it distracted men from more durable enterprises.

In 1855, D. L. Russell of Brunswick County was the largest turpentine factor in the Cape Fear, owning 25,000 acres and working 150 hands. He cleared around \$25,000 a year—a large sum for that day.

The task system prevailed here, too, and a prime hand took care of from 450 to 500 boxes a week. Boxes were made and placed on the trees and corners were cut to them. Dipping began around April 1, with four to seven dippings a season. A hand could fill 5 to 6 barrels a day.

### FORT BUILT FIRST

In 1745, the General Assembly authorized construction of Fort Johnston on a bluff guarding the river. It was named for Governor Gabriel Johnston and was not completed until 1764. It became the refuge of Royal Governor Josiah Martin, and from here he master-minded his abortive plan to rally the highlanders to the crown. Patriots in 1775 ran the governor out and fired the fort.

In 1794 the state ceded the property to the federal government on conditions that a new fort be built.

Confederates seized the fort in 1861 and it helped protect blockade runners. In recent years it has been variously used by Army Engineers, Lighthouse Service and other federal agencies.

## CLEMMONS AT HOME IN BRUNSWICK'S 'HILLS'

By: Rahn Adams

*The Brunswick Beacon, August 24, 1989*

When Jesse Clemmons\* tells you he lives in the "mountains" of Brunswick County, you can figure that at least half of what he's saying is the truth. His home on the edge of the Green Swamp *is* in Brunswick County.

The other half—that he lives in the mountains—is, well, not exactly a fact that most people would believe at first. But then, most people don't know as much about Clemmons' neighborhood as he does, since they haven't volunteered as caretaker of the N.C. Nature Conservancy's Green Swamp Reserve for the past 10 years as he has.

"When I do a presentation, I tell people that half of what I'm going to say is fact and half is a lie," Clemmons said with a grin. "Their job is to figure out which is which."

Spend an hour or so listening to the 46-year-old Supply area native, though, and you quickly find out that even his "lies" have a basis in fact—like the part about the Green Swamp being in Brunswick County's mountains.

Clemmons explained that the swamp is classified as an upland "pocosin," an Algonquin Indian term for "swamp on a hill." At about 65 feet above sea level, some of the highest ground in the county is located in the Green Swamp, he said.

His duties as caretaker includes patrolling the 15,000-acre preserve, "discouraging" illegal timber-cutting and plant-taking, supervising burns in selected sections, leading swamp tours in the spring and conducting community presentations year-round.

All that sounds like a big job for a volunteer, but Clemmons said he enjoys "making people aware of what we have here." For example, the Green Swamp has the largest concentration of carnivorous plants in the United States, with 14 different species such as pitcher plants, sundews and Venus flytraps. It also is home to the endangered red-cockaded woodpecker.

"If I wasn't called 'caretaker,' I'd be called 'sorry' for spending so much time in the swamp anyway," Clemmons said, noting that he and his wife, Patty, visit the swamp for one reason or another at least two or three times a week. The couple even held their wedding in the swamp at the Juniper Creek Bridge earlier this year.

Clemmons' appreciation for the land is part of his family heritage. Born and reared on Little Macedonia Road near Supply, he is the son of Theodocia Clemmons Musselwhite and the late Edwin Clemmons. There was an "outdoors-type family" that was involved in logging, saw milling and farming on their land near the swamp, he said.

In the 1970's, Edwin Clemmons also worked with Brunswick County on solid waste disposal and eventually leased to the county its current central landfill site in the Supply area. The county purchased the tract earlier this year.

Jesse also is interested in helping the county with solid waste disposal problems, especially from an ecological standpoint, he said. He is a member of the county's newly-formed Solid Waste Advisory Committee.

He, his wife and their three children from previous marriages live on the original family farm in a small frame house built by Clemmons' great-grandfather in 1872. The farm is one of only a few farms in the county that have been owned continuously by the same families for over a century.

Other occupants of the farm are a horse, several hunting dogs, a cat, several goats and two raccoons. "And by the way," Clemmons interjected, "I am licensed to keep a wild raccoon in captivity."

He said that shortly after he got his first raccoon—"Ranger Rick"—eight years ago, local Wildlife Officer Fred Taylor happened to stop by the Clemmons house to "jawbone" a bit. After a friendly chat, the officer politely handed his friend a \$50 ticket and an application to keep raccoons—an incident that Clemmons said he and Taylor still laugh about together.

He said another "character" on the farm is "Boots," a "retarded stud goat" who once accidentally hooked a pear in his horns and then got the wrong idea as to why he suddenly was the center of attention in the pasture. "When the pear finally dropped out of his horns," Clemmons said, "Boots couldn't understand why the female goats quit paying attention to him."

Clemmons confessed that he started raising goats with the intention of slaughtering them for meat, but his plans didn't work out quite that way. "Shucks, once you've got a bunch of goats and they all have names and personalities," he said, "you can't jump in there and eat them."

On a more serious note, Clemmons not only has helped to preserve the swamp and his family farm—goats and all—he has played a role in the development of another part of his community—Brunswick Community College. He was the college's first dean of instruction from 1980 to 1987, and is now dean of continuing education.

"Professionally, that will be the greatest achievement of my life—getting in on the ground floor of starting a college," he said.

A 1961 graduate of Shallotte High School, Clemmons earned bachelor's and master's degrees in agricultural education from N.C. State University, and later a doctorate from Penn State University.

His professional career in education began in 1969 as a teacher at Princeton High School in Johnston County. After receiving his doctorate in 1973, he accepted a position in the N.C. Department of Public Instruction in Raleigh as director of the Occupational Research Unit.

"I enjoyed Raleigh," he said, "but there was always the nagging feeling to get back home." He added that he especially missed not being able to go fishing, hunting and "kicking back on the back porch" whenever he pleased.

Two events brought him back to Brunswick County in 1980: the new college's search for a dean of instruction and the Nature Conservancy's hunt for a local caretaker. Clemmons filled both bills and now apparently is home to stay.

"I felt the obligation to do something to help the people who helped me along," he said of his role at the college, then added about his volunteer work at the preserve, "That piece of land is just the way it was when I was growing up, and I want to see it stay that way as long as I can."

\*Jesse Clemmons died August 29, 1990.

## AN UNUSUAL MARRYING PLACE

David L. Parker, age 30, Chinquapin, NC, applied for licenses at the Brunswick County Courthouse on 7 June 1915 to marry Hettie Cottle, age 19, also of Chinquapin, NC. They were married later that day "In the publick road near the Brunswick River Bridge" by A. J. Parker, JP. One of the two witnesses was T. Parker. He was the son of Nathan R. & Catherine J. Parker of Chinquapin, NC. She was the daughter of Robert & Carrie Cottle, also of Chinquapin, NC. Book 6 Page 4

## WARTIME FARMERS LEARNED TO IMPROVISE

By Evelyn Bell

(From the I REMEMBER column of SUNDAY STAR-NEWS, Wilmington, NC 13 May 1990)

I remember the World War II years on the farm. Few people had electricity, running water or bathrooms. We traveled by mule and cart, rode buses, thumbed or walked many places.

Travel was difficult for those with cars and trucks because gas was rationed, as were shoes, meats, lard, sugar, dry beans and many other things.

Cheese was almost history. If there was an old person or baby in the house, we could buy one can of milk at a time. Our lights were kerosene lamps and candles, or we would sit in the moonlight or in the dark.

There was not much soap or washing powder and we were told not to make lye soap, but to save our grease in tin cans for Army use instead. Clothing and supplies for service men came first.

There were no pantyhose in those days. Ladies wore hose of cotton or rayon, and we used a string to tie them up. Panties were held up by a band and button or draw string, because there was no elastic or nylon.

We were lucky to get feed bags. Some were used for bed sheets and pillow cases—homemade, starched and ironed. If we could match enough feed bags with the same print, we made dresses. Soft white feed bags were used to make diapers. A “cow feed” bag would make two diapers. There were no disposable diapers and we had never heard of plastic.

Odd prints or smaller bags were used to make dish towels, children’s clothing, aprons or even underwear. All scrap material from the bags were used to make quilts.

Most everyone had an iron washpot, zinc tub and a washboard. Washday was long and hard. Our water came from hand pumps or wells.

We always knew that the servicemen came first. If we were traveling by bus or train and a serviceman needed our seat, we were put off and left to catch the next bus or train, if there were any seats vacant.

Mothers would breastfeed their babies if they were lucky to have enough milk. Some families had cows, while others had goats to supply milk. We learned to use whatever was available. Some women even nursed their neighbor’s babies when the mothers didn’t have enough milk.

Neighbors shared with each other in many ways. My uncle butchered cattle and hogs. Scrap meat, like liver, hearts, tripe, chitterlings, feet and heads, were not rationed and we learned to dress and cook tasty meals from them.

Once a neighbor killed a pig and gave me a small portion for our family. To make it go further, I made a salad from the pork and used the broth it was cooked in to cook homemade grits. We were having homegrown sweet potatoes and I made biscuits. Milk from our cows was our beverage.

Just as I placed the food on the table for the afternoon meal, two of our neighbors from different families came in for a visit. As meat on the table was rare and special, they made themselves at home and began to eat.

I hated to ask them not to eat it all, but when it looked as if they might, I said, “Well, how do you like the possum salad?” At that point, they were in a hurry to go home.

**BRUNSWICK COUNTY**  
1872

Population in 1870—7,754  
White, 4,448; Colored, 8,806

County Seat--Smithville  
Population—810  
White, 571; Colored, 239

**COUNTY OFFICERS**

**Clerk Superior Court:** W.G. Curtis

**Commissioners:** Rob't W. Woodside, Ch'n, Wm. Walliss, Thos. G. Drew, Edw'd W. Taylor, Moses A. Moore, (col.)

**Coroner:** Julius W. Taylor  
**Register of Deeds:** Dr. S.D. Thruston

**Sheriff:** Samuel P. Swain  
**Solicitor:** J. A. Richardson,  
4<sup>th</sup> District

**Surveyor:** John N. Bennett  
**Standard Keeper:**-----

**Treasurer:** John H. Thees

**Smithville**

**Mayor:** Sam. W. Lehw

**Commissioners:** G.L. Baxter, H.E. C. Mintz, J.M. McGowan

**TOWNSHIPS**

Names, Clerks & P.O. of Clerks

**Smithville:** Samuel P. Tharp,  
Smithville

**Lockwoods Folly:** Lewis W. Holden, Smithville

**Shallotte:** Frank M. Hughes,  
Smithville

**Waccamaw:** Jos. A. Phelps,  
Smithville

**Town Creek:** A.H. Evans,  
Eilmington

**North West:** John Gatlin,  
Robeson

**CHURCHES**

Names, P.O., Pastor and Denomination

**Smithville, Smithville, J.L. Keen, Methodist**  
**Mt. Zion, Smithville, J.L. Keen, Methodist**

**Chapel, Shallotte, J.L. Keen, Methodist**

**Smithville, (col.), Smithville, Moy Sheppard, Methodist**

**Smithville, Smithville, John L. Wescott, Baptist**

**Chapel: Shallotte, D.K. Bennett, Baptist**

**Beaula, Little River, SC, D.K. Bennett, Baptist**

**St. Phillips: Smithville, No pastor, Epis.**

**HOTEL**

**Hotel, Smithville, Mrs. M.E. Stuart**

**LAWYERS**

**D.C. Allen, Robeson**  
**Asa Ross, Smithville**

**MERCHANTS**

**Julius D. Davis, Smithville**  
**D.L. Gore, Supply**

**Franklin Justice, Shallotte**  
**P. Prioleau & Co., Smithville**

**John Prigge, Smithville**  
**Peter Rourk & Co., Shallotte**

**D.B. Stanley, Shallotte**  
**J.H. Thees, Smithville**

**Ezra Thomas, Wilmington**  
**E.K. Taylor, Wilmington**

**J.L. Wescott, Smithville**  
**John M. Wescott, Smithville**

**MINISTERS, RESIDENT**

**J.L. Keen, Smithville, Meth.**  
**W.M.D. Moore, S'ville, Meth.**

**D.K. Bennett, Shallotte, Bap.**  
**R.J. Long, Shallotte, Bap.**

**Wm. M. Mintz, Shallotte, Baptist**

**John L. Wescott, Smithville, Baptist**

**MILL**

**Saw and Grist Mill, (steam), Supply, Henry W. Williams**

**PHYSICANS**

**W.G. Curtis, Smithville**

**N.B. Lucas, Robeson**  
**F.W. Potter, Wilmington**  
**S.D. Thruston, Smithville**

**POST OFFICES**

**Bernard**  
**Bolton**

**Robeson**  
**Smithville, (c.h.)**

**Shallotte**  
**Supply**

**FARMERS**

**Robeson: D.S. Cowan, B.D. Morrill, W.B. Robeson, D.C.**

**Allen, A.B. Lucas, J. Green, V. Bird, L. Malpass, J.**

**McCoy, J.C. Rowell**

**Smithville: Geo. W. Swain, Samuel P. Swain, John C.**

**Swain, George Wescott, Jerrett Mathis, Wm.**

**McCrackin, Wm. Brown, Marion Galloway, Thos. G.**

**Drew, Neal Galloway**

**Shallotte: Samuel Frink, S.B. Stanland,**

**Supply: F.M. Galloway**

**Wilmington: John D. Taylor, Dan'l Russell, F.G. Sellers,**

**L. Sellers, Dan'l Walker, F.W. Potter, James Ward**

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Surface---Brunswick is generally level and sandy, much of the lands is in swamps, and requires draining before cultivation

Staples---Cotton, Corn, Ground Peas, Sweet Potatoes, Rice, Turpentine and Lumber. The soil next to the Sound produces abundant crops of Peanuts. Some farmers are growing grapes successfully.

**U.S. Fortifications**

**Fort Caswell is 2 miles below Smithville.**

**Fort Johnston at Smithville is Garrisoned.**

**Fort Anderson is 10 miles north of Smithville**

## COUSINS FOUGHT IN HOUSE DUEL

By C. B. Berry

An article from THE SUN-NEWS, Myrtle Beach, SC.  
Mr. Berry, local historian, is a frequent guest columnist for the newspaper.

In his book, "Some Memories of My Life," Alfred Moore Waddell describes the action of Quash, Alfred Moore's slave who had delivered the dueling pistols in a trunk without knowing what they were.

The day before the duel, he had learned that Col. Maurice Moore, his master's son, was to fight a duel with Gen. Benjamin Smith.

They were staying at the Harvell home in what is now known as Calabash. The next morning at daylight, the party was up.

Quash, who during the night had seen more visions of pistols, dead men, coffins and the like than would fill a volume, reported to Maurice Moore in a frame of mind that well fit him to lead at a camp meeting.

The colonel ordered him to take a seat by the driver. Entering the carriage, the party drove off to the state line about a half-mile distance.

A meeting was held by the duelists on the S.C. side of the Boundary House, where a Robbins family made their home at the time (June 28, 1805).

Some N. C. officers sent to stop the duel failed because the party was on the S. C. side of the house and out of their jurisdiction.

Jack Grange, a second and kinsman of the colonel by a toss-up, had won the right to give the word. "Gentlemen, are you ready?" he asked. "Ready," both replied.

Quash closed his eyes and groaned, and the carriage driver, with protruding eyes and knees beating a tattoo, stood terror-stricken.

"Fire! One---" A stream of blood spurted from Smith's bare chest and he staggered to the ground.

Quash rushed to the colonel and, dropping on his knees, and clasping him, said hysterically, "Fo, God, Marse Maurice, you ain't hu't a bit, is yer?"

"No, Quash," replied the colonel, "He missed me but it was a close shave."

Smith was not mortally wounded, and was put on a "sharpie" anchored in the Calabash River and taken to his home called Belvidere, across the Cape Fear River from Wilmington.

Smith had been aide-de-camp to George Washington during the Revolutionary War and was host when Washington made his Southern Tour in 1791. He was a grandson of "King" Roger Moore of Orton Plantation and a great grandson of Maurice Moore, brother of King Roger Moore.

He had engaged in at least two duels previously, one resulting in a flesh wound in his leg.

He was a son of U.S. Supreme Court Justice Alfred Moore, who was among the "9,000" Revolutionary War troops that camped on Little River Neck in 1775, under the command of Gen. Francis Nash. The Boundary House was famous for many historical activities that took place there, but perhaps none created so much excitement at the time as the meeting between the Moore-Smith cousins.