



NEWSLETTER

BRUNSWICK COUNTY HISTORICAL SOCIETY
PO BOX 874, SHALLOTTE, NC 28459

VOLUME XLVI

FEBRUARY, 2006

NUMBER 1

NOVEMBER MEETING TO BE HELD AT BEMC IN SUPPLY, NC FEBRUARY 13, 2006 7:30 P. M.

The next meeting of the Brunswick County Historical Society will be held at the Brunswick Electric Membership Corporation Building, 795 Ocean Highway West, Supply, NC. The meeting begins at 7:30 P. M. Refreshments will be served at 7:15 P. M. We always meet the 2nd Monday in February, May, August and November.

The speaker will be Peter Wyckoff, past president of the Southport Historical Society. He will speak on the restoration of the 1904 county jail. On February 27, 1904 ground was broken by contractor A. J. Robbins for the erection of the Brunswick County jail building. The work of laying the foundation was in progress immediately. The greatest part of the foundation was to be concrete, on which brick walls would rest. Little woodwork was to be in the building. Two steel cells, four other cells, and two apartments for the keeper were to be in the building. It was to be two stories high and four feet larger each way than the present jail. Mr. Henry Daniel was superintending the work. The Old Jail has been open to the public since June 1, 2005—seven years from the time the restoration was started. Come hear the exciting story of this wonderful restoration project.

The Treasurer reports a bank balance of \$1,061.39. This bank balance is as of January 31, 2006. Total membership stands at 73. This includes 9 Life Memberships. Newsletters are sent to 5 libraries, 1 historical society and 1 historic site. For \$100 one can become a life member and never have to worry about dues again. Today, this is truly a bargain. Talk with your friends and invite them to the next meeting. Don't assume they know about the society. We are receiving good publicity due to Jarvis Baillargeon and the meeting notices he places in area newspapers.

DUES! DUES! DUES! Look at the list on page 2 and check your membership status. Are your dues paid?

Society Officers 2004-2006

President: Joe Carter
Vice- President: Bertha Grohman
Secretary: Tammy Sellers
Treasurer: Gwen Causey
Directors: Hulaine Holden, Donald Jenrette
Newsletter Editor: Gwen Causey
Refreshments: Janice Pigott
Publicity: Jarvis Baillargeon

MEMBERSHIP LIST 2006

1. Judy Holden, Life Member
2. Sheldon & Janice Pigott, Life Member
3. Tammi Cooke, Life Member
4. Mary Mintz, Life Member
5. Sherry Cornwell, Life Member
6. Albert Parker, Life Member
7. Joe & Clara Carter, Life Member
8. Bobby V. Inman, Life Member
9. Donald Hickman, Life Member
10. Brunswicktown State Historic Site
11. Brunswick Community College Library
12. New Hanover County Library
13. NC Collection, UNC
14. Columbus County Library
15. Ft. Wayne Public Library
16. Southport Historical Society
17. Anne Neroni
18. Warren Phelps & 2006
19. Roberta Brady & 2006 & 2007 & 2008
20. Carl E. Swain & 2006
21. Lillian Batson & 2006
22. Connie Schutte
23. Glenn & Kay Kye & 2006
24. M. L. Sellers
25. Barbara Wilson
26. Muzette Steck
27. Dorothy West
28. Susie Carson & 2006
29. Sarah McNeil
30. Larry Maisel
31. Pat Kirkman
32. Harvard & Hulaine Holden
33. Grover Holden & 2006
34. Jarvis Baillargeon
35. Helen Taylor
36. Floyd Phelps & 2006
37. Mildred Mercer
38. Ernestine Mercer
39. Doreen Holtz
40. Janie Parker
41. Tammy Sellers
42. James Green
43. Ouida Hewett
44. Crystal Meares
45. Elmer Sellers
46. Wanda Porter
47. Beverly Pearson
48. Don Sellers & 2006
49. Teresa Anderson
50. Susan Hughes
51. Randy Jones
52. James D. Green
53. Earleen Shorey
54. Alex Moskowitz
55. Donald Jenrette & 2006
56. Rose Hadnot
57. Dave Lewis
58. Nellie Sue Creech
59. Eloise Gibson
60. Richard Eisenman
61. Bertha Grohman & 2006
62. Betty Sullivan
63. Jim Marlowe
64. Charles Clemmons & 2006
65. Eddie & Carol Beauvais & 2006
66. Noel Chisholm & 2006
67. Joseph Scott & 2006
68. Annie Ruth Bracken & 2006
69. Clara Robinson & 2006
70. Mary Lou White & 2006
71. James Herbert Robinson & 2006
72. Martha Loughlin & 2006
73. Nancy Heilhecker & 2006

LINES FROM BIVENS

ARTICLES FROM: *SOUTHPORT STANDARD*, MAY 31, 1900

Near here is a little mound, known as the Indian Graves, which measures about 81 feet in circumference at its base, and stands in height about 3 feet. Mixed with the sand is the remains of human beings. You can see small pieces of skull and leg bones and the whole seems mixed and intermixed, the bones, sand and fire coals.

There is a legend, that once upon a time there was an awful battle between the early settlers and the redskins, and that the redskins were finally backed into their wigwams and burned alive there, but who knows; All that is traditional. If you, or any of the *STANDARD* readers, know of any history that can clear up the mystery please answer through the *STANDARD*.

Times are dull, and quiet as usual.

Miss Evalena Mercer is visiting her relatives and friends near here.

No marriages this week, but I know of one who has ordered his license. He has worn the single yoke long enough.

FEBRUARY EVENTS

February 18, 2006 Brunswicktown State Historic Site February 25&26, 2006 Moores Creek Battleground

In 1861 the Confederate States of America decided to build a large fort as part of the river defense of Wilmington. The Cape Fear was an essential route for supplies moving by railroad from Wilmington to Petersburg and Richmond for General Lee's army. Fort Anderson overlooked the shipping channel and provided protection to blockade-runners.

In February 1865, following the fall of Fort Fisher at the mouth of the river, Union forces repositioned for an attack on Fort Anderson. Federals attacked from the land and river. After three days of fighting, the Confederates evacuated the fort at night. Union gunboats started firing at first light, unaware that Federal soldiers were breaching the walls of the fort. The infantry frantically waved sheets and blankets to stop the deadly fire from their own forces. There was a one-day fight north of the site at Town Creek before the Federals occupied Wilmington on George Washington's birthday, February 22, 1865.

Brunswicktown State Historic Site will observe the 141th Anniversary of the "Last Hours of Fort Anderson" on Saturday, February 18, 2006. During the day there will be a lady's fashion show, guest speaker, guided tours, artillery firings, sutlers, and Federal and Confederate camps set up in town area. At 2:00 pm a reenactment of the battle "The Last Hour" will occur.

"King George and Broadwords!" shouted loyalists as they charged across partially dismantled Moores Creek bridge on February 27, 1776. Just beyond the bridge nearly a thousand North Carolina patriots waited quietly with cannons and muskets poised to fire.

Moores Creek National Battleground holds an annual observance and commemoration of the battle. The event features a living history encampment, tactical demonstrations, folk singing and a formal commemoration program including a speaker, military band and wreath laying ceremony.

The observance will be held on Saturday and Sunday, February 25 & 26, 2006.

PEARL HARBOR CEREMONY HELD DECEMBER 7, 2005

Survivors observed the 64th commemoration of the attack on Pearl Harbor with a brief ceremony beginning at 1:25pm on Wednesday, December 7, 2005. The memorial is on the Cape Fear River across from Market Street.

Survivors attending included: **Grover Hill**, Beaulaville, Marine Corps, who was on guard duty at a floating drydock at the time; **Leslie Hollenbeck**, Wilmington, navy battleship *USS Pennsylvania*; **Al Hawes**, Hampstead, Marine Corps, 4th Defense Battalion; **Joe Nesbitt**, Wrightsville Beach, navy, seaplane tender *USS Avocet*; **Norman Frederick**, Brunswick County, navy, cruiser *USS Phoenix*; and **Harold Garrish**, Wilmington, navy, cruiser *USS St. Louis*.

BLOCKADE RUNNING

The following was written around 1900 by Thomas Mann Thompson. Miss May Phelps, his granddaughter who had the original in her possession, granted permission for the article to be used. Miss Phelps resided in Southport, NC. This article first appeared in the NEWSLETTER February 10, 1964.

You have asked me to tell you something that seems more like a dream than a reality. I have forgotten nearly all about my blockade career. As well as I remember I began running the blockade the last of February, 1864. Left here on the Steamer "Emma" as passenger for Nassau. When arrived there was made pilot on her, made three trips in and out, making seven trips in all. I ran the blockade on the "Emma" including the time I was a passenger. I then joined the Steamer "Flora", made two round trips on her, joined Steamer "Florie" came out from Bennington, sprung leak, returned, joined Steamer "Thistle" ran blockade one time on her then joined Steamer "Atlantic", then joined Steamer "Armstrong" ran three times on her, joined Steamer "Let Her Be", ran six times on her, joined Steamer "Coquett", ran one trip on her, joined Steamer "Index" ran three times on her, went out on Steamer "Elizabeth" and ran blockade one time on her. I ran blockade from February 24th, 1864 until a few days before the fall of Fisher. Made 34 trips and was fortunate enough never to have been captured.

I came in on the Atlantic once when there were thirteen of the Yankee blockaders in sight all around the bar in about two hundred yards of each other. I picked out the widest space between them and came full speed between them. They fired at us but did no damage. Another time, I came in by one of them that was anchored in the channel on the bar so that I had to come within about five feet of her and never a sound did I hear from her. I thought at first I would run into her and sink her but saw that I could pass within a few feet of her without running ashore; so I thought it better to get by if I had room, than to take the chance of disabling our ship and being captured by the enemy.

Once we were fired on by a ship and the ball passed between the _____ and myself; he was standing on the bridge about four feet apart. It staggered both of us but it was a spent ball or it would have stunned us. It fell about fifty yards beyond the ship. Another thing happened, _____ came in by the blockading squadron in the daylight and all this took place while I was running the "Atlantic." There is one thing which I wish to mention, not of myself but one of the old Smithville's bravest of boys. It was on the steamer Armstrong from Bermuda bound to Wilmington, NC. We had a heavy northern gale, the ship was laboring very hard, we had to carry a heavy pressure of steam, and our steam pipe burst. The Engineer, fireman and all left the engine room and ran on deck. We were then left to the mercy of a heavy wind and sea. I had just gone down to my room when I heard the squealing of the steam and run up to the deck, at the leadsman coming for me. He said the Captain wishes to see me, as I went into the pilot house. He said, "what is the best to do, she will roll herself all to pieces." I said to hoist the jib and get the ship before the wind. He did so and all this time, she was steam from stem to stern. The engineers and firemen began to look around to see if any of the men were missing; if so, they were scalded to death. All were found, but the Smithville boy had disappeared. When they did venture down they found the oiler (the Smithville boy) at work with his white lead and canvass. He had the pipe nearly ready to get steam up again. It was not his duty to repair the damage, though he took in the situation and knew that the pipe must be fixed at once to save the lives of all on board and the ship, also. The boy was an engineer by trade and was in Bermuda without work. We had a full number of engineers, so I prevailed on the Captain to give his oilers place. This brave boy was George Price. After we got steam up, we had to go under light pressure and by this time, the wind had moderated. We sighted land next morning to the south of Charleston. We came slowly along until about fifty miles of Cape Fear, we got close to the beach and came to anchor so that we could do a little more to our steam pipe. Just before

anchoring, we saw a signal just at the point of woods on the beach. It was Federal soldiers, seven in number, who had been captured by the Confederates and had made their escape, and reached the coast thinking they could get to a Federal ship. They were nearly starved. We showed them the Confederate flag. They came down to the beach and waved us to take them on board. I took a boat and crew and brought them to the ship. We fed and clothed them because they were nearly naked. We gave them all they wished to eat. We also had seven of Morgan's men on board, who also had been captured by the Federals and taken north and had made their escape to Halifax thence to Bermuda. Two Lieutenants and five privates, we fitted them with a weeks provisions and landed them with our mail. This was done for fear of getting captured on putting into harbor. Of course, the Federals were held prisoners until turned over to General Whiting in Wilmington, which was done three days after landing. We got steam and passed on our way and crossed the bar a half hour afore sundown, repaired the broken pipe when was the duty of others, and I was at home before dark.

One other incident---a little chase when on Steamer, "Let It Be." We crossed the bar at eight o'clock one night, sighted a blockader in hot pursuit of us, lost sight of her in about an hour. We thought she had given up. Our ship was very deeply loaded and there was quite a sea, so that we were all awash from stem to stern. We slowed down so that we could go a little truer. Next morning, just as day begun to dawn, I walked astern with my glasses. There was Mr. Blue Jacket crawling alone after us, about two miles astern. We had to go full speed again and there was a much larger sea than when we were inside. I think Capt. Nemo must have been along with us on that trip and that was the Nautilus that we read of, for we were as often under water as above. I think that fellow wanted cotton for he did not give up the chase until about four o'clock that afternoon. By that time, we were six or seven miles from him. He gave us sixteen hours chase of about one hundred and sixty miles.

The following item is from " Southport (Smithville) A Chronology Volume I (1520-1887) by Bill Reaves:

February 1864---Pilot C. C. Morse, of the "Advance" was paid \$3000 for a round trip, and a part of this was in gold. Pilotage on the river cost \$200 each way. A charge of \$300 was made for setting the range lights used both in going out and coming in. Most of the blockade-running ships were piloted by those living in Smithville or Wilmington. They were:

J. M. Adkins	Charles Craig	Henry Howard
J. W. Anderson	J. W. Craig	C. C. Morse
James Bell	E. T. Daniels	T. W. Newton
Joseph Bensel	Richard Doshier	J. W. Potter
Thomas Brinkman	Julius Doshier	John Savage
E. T. Burruss	Thomas Dyer	C. G. Smith
George W. Burruss	T. B. Garrason	Joseph Springs
J. N. Burruss	R. S. Grissom	William St. George
J. T. Burruss	Archibald Guthrie	Thomas M. Thompson
Thomas Burruss	John Hill	

April 1863---Richard Doshier was hired as a pilot to bring in a blockade runner from Nassau. His terms were \$3000 plus expenses at Nassau and back. Doshier decided not to make the trip and Joe Burruss was hired instead.

SOUTHPORT INNKEEPER WAS LEGENDARY LADY

By: Jennifer Moore, Star-News Correspondent

Star-News, Wilmington, NC, September 18, 2005

With all the stories floating around about Southport's legendary Kate Stuart, it is not always clear which accounts are true and which are simply tall tales.

Born in 1844, "Miss Kate" helped her mother run the Stuart House and took over the inn business herself when her mother died in 1884. When Miss Stuart died in 1929, an obituary in the *Star-News* called her "the most beloved character of her native city," and "something of a Cape Fear institution," according to an article written for the Lower Cape Fear Historical Society by Southport native Brooks Newton Preik. Mrs. Preik, who lived in the Stuart House for a year as a child is the great-granddaughter of Miss Stuart's half brother Joseph Bensel.

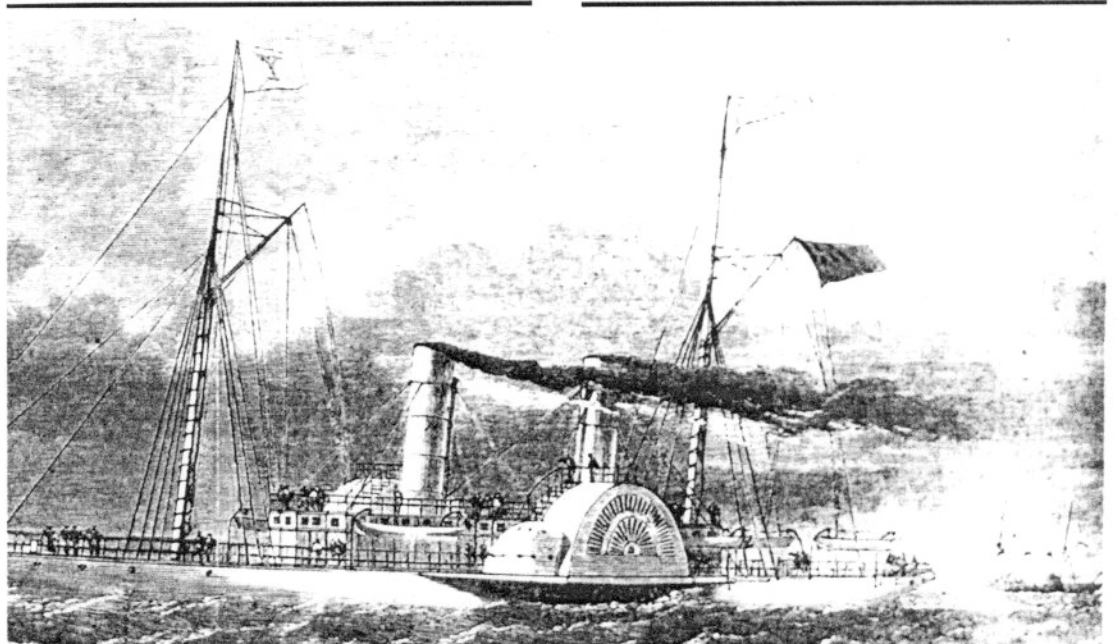
"Since the 1800's, there has always been a tremendous interest in this woman," Mrs. Preik said. "She is legendary."

Some of the information circulating around about Miss Stuart cannot be confirmed. For instance that she was in love with Georgia poet Sydney Lanier. Some say that, while she was in her 60's, Miss Stuart jumped into the river fully clothed to save a drowning young girl. While the story is true—she saved Mary, the daughter of Captain Alex Hunter, a ship's master with the Clyde Line—Miss Stuart was only 24 at the time.

During the Civil War, pilots and captains of the blockade runners would often wait at the Stuart House for dark before they made their trips up the river. Miss Stuart's half brother Joseph Bensel was the pilot of a blockade runner himself.

A well-educated woman and celebrated cook, Miss Stuart was very involved in the community, serving as the first president of the Southport Civic Club.

The structure that became the Stuart House was built in 1772 and may have served as a magazine for explosives for Fort Johnston during the Revolutionary War. The building appeared in the 1926 edition of *Early American Inns and Taverns* but was destroyed by Hurricane Hazel in 1954.



Drawing of blockade runner. Running fit to bust a ballard through the Union blockade line carrying desperately needed goods for the South. Heading into port at Wilmington.

CAPTAIN BENJAMIN JACOBS COMPANY OF SENIOR RESERVES

In the year 1864 there were several companies of Senior Reserves created in southeastern North Carolina. One of these companies, located in New Hanover and Brunswick Counties, was under the leadership of Captain Benjamin Jacobs of New Hanover County.

The enrollments were mainly in New Hanover and Brunswick Counties, however, from information given by these enlisted men, their places of birth were primarily from all of the lower Cape Fear River area.

Upon enlistment the enrolling officer asked for the following information: when born (usually given as month and year), birth place, height, complexion, color of hair and eyes, and occupation. The following is a list of those men which served in Captain Jacobs Company of Senior Reserves.

Benjamin J. Jacobs, Captain
Alderman, Alfred
Allen, Thomas
Applewhite, William H.
Barnes, Simeon
Batchlor, James
Bell, Charles F.
Bordeaux, Daniel J.
Bordeaux, Richard L.
Bradley, Charles W.
Burgwyn, Hazel W.
Carter, Nathaniel
Chasteen, William W.
Corbett, James L.
Cox, Phillip
Craig, John B.
Dew, Israel
Durham, James H.
Farron, Needham
Garriss, William R.
Geyer, Charles
Gore, Joseph
Grady, A. J.
Grant, James
Grissett, Edward W.
Gurganeus, Timothy
Hall, Mauger J.
Herring, Henry W.
Hicks, James M.
Hilburn, Luke W.
Horrell, John F.
Huffam, James E.
Hughes, Jones H.
Humphrey, William W.
Jones, Mitchell
Keith, William
King, John B.

Lee, Amos
Leslie, Joseph J.
Lezwyn, John F.
Lucas, Edward T.
Mashburn, Thomas
Moore, George W.
Murray, James W.
Murrell, W. W.
Padrick, Fred J.
Padrick, William
Peterson, Timothy
Philyaw, James H.
Player, Richard J.
Player, Thomas W.
Polley, Hiram N.
Potter, Hazel
Potter, Hilliard
Reaves, Solomon
Schulkey, Henry
Smith, George W.
Smith, Legrand W.
Southerland, Boney
Spooner, Thomas
Taylor, John
Taylor, S. H.
Ward, Edward R.
Ward, James
Watkins, Silas
Watkinson, Watson
Weaver, Wright
Westbrook, A. H.
Williams, Elijah
Willetts, Henry B.
Wilson, Sylvanus F.
Woodcock, Owen K.
Wright, William E.

Copies of these records are available at Archives and History in Raleigh, NC.

Submitted by Sam West, Lumberton, NC

BRUNSWICK COUNTY SOLDIERS PLAYED PART IN CIVIL WAR

By: Norwood O. Brooks
August, 1978

When Beauregard fired that fateful bombshell which burst over Fort Sumter in the early hours of April 12, 1861, it was only a few days afterwards that Brunswick County's first company of Confederates was organized in the interest of the lost cause.

The company of the 58 rebels, known as the Brunswick Guards, was raised by John S. Brooks and he was elected Captain. Other officers elected were 1st Lieutenant Llwellyn Leonard, 2nd Lieutenant Oliver E. Mercer, 3rd Lieutenant George W. Walker, 1st Sergeant W. J. White; 2nd Sergeant Nathan Holden, 3rd Sergeant J. M. Stellberry, 4th Sergeant Ellis Russ, 5th Sergeant T. W. Swain, 1st Corporal D. C. Drew, 2nd Corporal Armillen Hewett, 3rd Corporal H. L. Robinson, 4th Corporal George S. Reaves.

Finding quarters on Franklin Square in Smithville, now Southport, the guard was provided for at the county's expense until May 25—over a week after they were organized—when the officers received their commission and the guard became Company G in the 20th North Carolina Regiment.

The guard remained on duty in Smithville until June, 1862, when they were called to Richmond. Arriving there a few days before the Battle of the Seven Pines, they were placed in Garland's Brigade and soon were initiated into the realities of a soldier's life.

Famous battles, other than Seven Pines in which the guards defended the South's rights were Gaines Mill, Cold Harbor, South Mountain, Chancellorsville, Gettysburg and Spottsylvania Court House.

Because of death, wounds, imprisonment and other attributions of war, not one member of the original Brunswick Guards reached Appomattox to take part in the battle which ceased hostilities on April 9, 1865.

The young man who raised the company, Lieutenant-Colonel John S. "Jack" Brooks, was born at Greenville in Pitt County in 1840. His parents, John H. and Caroline Williams Brooks removed to Shallotte Township in Brunswick County when Jack was seven years old. Elected captain by the guard, he was promoted to the rank of Major during the third year of the war, and on November 3, 1863, was exalted to the position he held at the time of his death.

On May 10, 1864, he was signally honored by General Lee for his bravery in capturing a Union flag at Spottsylvania Court House, VA. At Brooks' request the flag was presented to the governor of North Carolina, Z. B. Vance. Two days later on the 12th of May, Colonel Brooks was killed when he leaped into the air trying to save an advancing regiment's color-bearer from Yankee shots.

In 1901 after he had become state superintendent of public instruction, General Toon, in writing reminiscences of the war, praised Brooks thusly: "Loved by all who knew him; honored in death, his dirge was sadly, sweetly chanted by his comrades in arms, Brunswick's county bard, Rev. D. K. Bennett."

Another officer of the initial Brunswick companies who deserves recognition is Lieutenant Oliver E. Mercer who was killed at Gettysburg July 1, 1863. The handsome young soldier, who came from Bolivia vicinity, is among those whom General Toon lauded for bravery.

Records show that Reaves, Benson, Michael Gore and Daniel Leonard also gave their lives for the lost cause. Five other members of the guards who died during the war, but not while engaged in combat with Yankees were Caison, Edward Gore, A. J. Pounds and Armillen and Dillon Hewett.

If a list were made of those who were wounded or placed in prison during the War between the States, it would cover practically every soldier's name that was enlisted with the Brunswick guards.

Truly these Confederate soldiers of Brunswick County who made up the county's first company, who were initiated at Seven Pines, who sacrificed at Gettysburg, were among the soldiers of the South who made the history of Southern valor.

SOME LAWS ENACTED DURING THE NC GENERAL ASSEMBLY 1808

- No. 2.....To remove the Courts of Brunswick County from Lockwood's Folly to Smithville.
- No. 4.....To emancipate Joseph Blackwell of Brunswick County
- No. 8.....To authorize William W. Jones to erect and keep up a gate on the road passing through his Prospect plantation in Brunswick County
- No. 51.....To empower the county court of Brunswick County to build a house for the reception and employment of the poor thereof, and for other purposes.

The Edenton Gazette & The North Carolina Advertiser, Edenton, NC. Issue dated January 6, 1809.

WHAT HAPPENED A LONG TIME AGO...1935

November 13, 1935...one measure to strengthen the hog market was controlled production and excess hogs might legitimately be donated to the county home. Fire had destroyed the home of former sheriff I. D. Harrelson in the Funston community.

November 20, 1935...the final link in the Intracoastal Waterway was cut near Myrtle Beach, SC giving continuous inland passage from Trenton, NJ to Florida for coastwise craft. The biggest production of shrimp for the season was brought in this week and headers were imported from out of the county to help with packaging.

December 4, 1935.....and winter had been here. The temperature had dropped to 26 degrees, and some out-of-season blossoms had been blighted by the cold. Boatswain Roy Robinson, in charge of the Oak Island Coast Guard Station for the past four years, was being transferred to Boston, Massachusetts. There had been no Thanksgiving dinner served at the Brunswick County jail for the simple reason that the local bastille was empty during the holiday period. A dozen men from the CCC camp had given blood for a patient at the local hospital; and Dr. D. I. Watson had celebrated his 79th birthday with open house at his home.

FROM THE PAST
History tidbits of days long ago in Brunswick County, NC

From: *the State Port Pilot*, Southport, NC

June 5, 1935...Miss Annie Mae Woodside had just been elected superintendent of Brunswick County Schools, succeeding R. W. Sentelle. Members of the county board of commissioners had voted to discontinue the office of home demonstration agent, and in so doing had called down the wrath of clubwomen and 4-H members. It was good news that state highway forces were resurfacing a portion of the Southport-Wilmington road.

June 12, 1935...Reginald Turner was reelected principal at Shallotte High School.

June 13, 1945...All schools in Brunswick County now had principals, with O. C. Burton completing the list as head of the Leland school. The Southport Volunteer Fire Department had gained one valuable asset from World War II—a warning siren, a present from Civil Defense.

June 15, 1955...It was a dry time, and the farmers were worried. Out at Magnolia Dairy they had a cow with her second set of twins in a year. The Southport shrimp fleet was on their way home from winter operations at Key West, Florida; harvest was on at the nearby blueberry farms; and a contractor was being sought for the Long Beach inlet-filling job.

June 16, 1965...A. S. Knowles was retiring as Brunswick County extension chairman after 30 years with the department.

June 19, 1935...L. J. Dawkins, principal at Southport for the past nine years, had resigned to accept the principalship at Dixon High School in Onslow County. A spectacular blaze had removed a landmark on the Southport waterfront. The railroad dock at the end of Rhett Street had burned, but members of the Southport VFD and members of the patrol boat *Naugatuck* had prevented fire from spreading to other waterfront structures. It was announced that one of the government agencies would erect a fish freezing and canning plant in Southport.

June 26, 1935...A serious forest fire was raging in the Green Swamp, and boys from the CCC camp at Southport were helping with the 'round the clock battle. Miss Blanche Phelps, Exum correspondent, urged public-spirited people of all communities to send news to the county paper.

June 27, 1945...An unseasonal tropical storm had made its appearance, and with it had come rainfall totaling 7.56 inches, but the area had escaped damage from high winds and water. J. Sidney Hewett had sent a captured German flag to the *Pilot* editor as a souvenir of war.

June 30, 1965...A Civil Defense emergency hospital had been started on the campus of Shallotte High School and everyone hoped this equipment never would be needed.

July 31, 1935...Henry C. Stone was elected principal of Shallotte High School. An editorial cited the shameful need for a hard-surface road leading from Brunswick County to the tobacco market; the Waccamaw River was being surveyed to determine the feasibility of building a dam for construction of a power plant.

July 30, 1945...Billy Wells, 16-year-old son of Mr. and Mrs. W. S. Wells, had been designated the youngest shrimp boat captain in the state; the veil of secrecy had been lifted from shipping losses incurred along the NC coast during the early days of WW II, revealing the fact that several ships had gone down off the coast of Brunswick County.

July 3, 1935...The county board of commissioners had restored the office of home demonstration agent and Miss Marion Smith had been appointed to fill the position. Heavy rains finally came to the aid of foresters, helping put an end to a blaze which burned thousands of acres of Brunswick County's woodlands. Final approval had been given for the sale of the ferry, *John Knox*, which operated across the Cape Fear River at Wilmington for five years prior to the construction of the bridge.

July 4, 1945...A 24-hour marriage license law had gone into effect in South Carolina and was expected to slow the number of South Carolina marriages of North Carolina couples. Tobacco harvest was in full swing and some farmers already had started grading their cured leaf. Dr. M. M. Rosenbaum, Shallotte physician, was home from the war and another Shallotte man, Wingate Swain, had been graduated as a doctor of medicine at Duke University.

July 6, 1955...Sheriff's deputies and ATU agents had captured 75 gallons of the finished product. Record throngs had filled to overflowing the restored housing accommodations at various Brunswick County beaches.

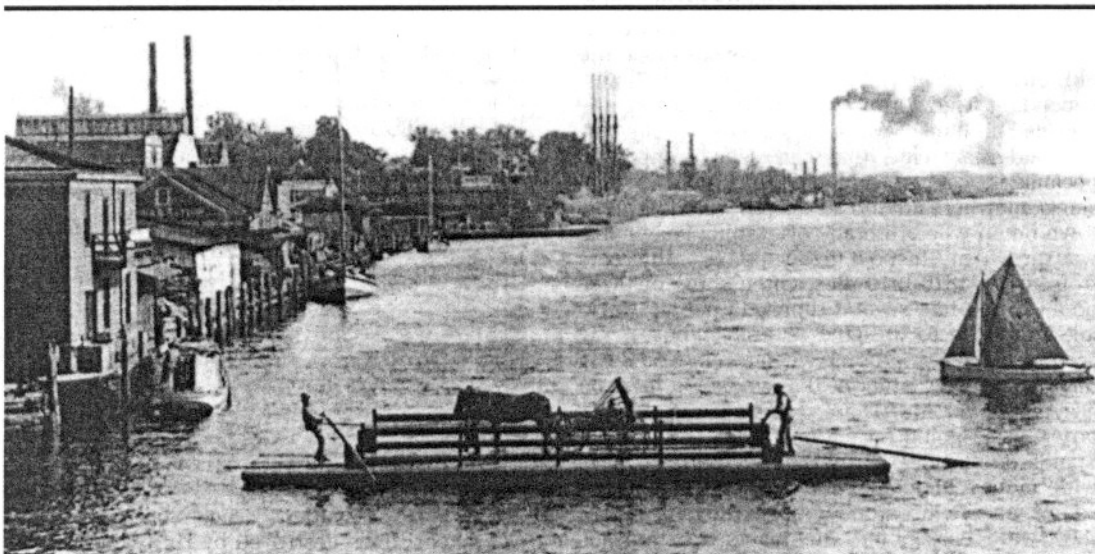
July 10, 1935...Heavy rains had caused road and crop damage in Brunswick County, with a cave-in on Highway 17 near Bolivia; work was about to begin on erection of a seafood freezing plant near Southport; a mule belonging to a farmer in the Shallotte Village area had been struck and killed by lightning.

July 18, 1945...Business was slacking off at the Wilmington shipyard and the W.B. & S. had discontinued its regular bus route to that installation.

July 24, 1935...A shipment of 2,000 bunches of bananas was turned down in Wilmington and the crew of the Norwegian freighter that carried them as cargo started throwing them overboard as soon as the ship passed the Cape Fear bar. An incoming tide brought the harvest, and all along the waterfront people were fishing bananas from the river. There had been no weekly session of Recorder's Court for the very good reason that there were no cases to be tried.

September 11, 1935...Ten survivors from the shipwrecked liner *Dixie* had been brought to Southport aboard the Texas Oil Co. tanker *Reaper* and were ferried ashore by men of Oak Island Coast Guard Station.

September 12, 1945...The Brunswick County Ration Board would be closed and that records were to be moved to Wilmington.



Upper Cape Fear River at busy waterfront in Wilmington—only way to reach town from West was by small barge until early 1930s. Believe picture from NC Archives, Raleigh.
