



NEWSLETTER

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

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NOVEMBER MEETING TO BE HELD AT BEMC IN SUPPLY, NC NOVEMBER 9, 2009 7:30 P. M.

The next meeting of the Brunswick County Historical Society will be held on November 9th at the Brunswick Electric Membership Corporation Building, 795 Ocean Highway West, Supply, NC. The meeting begins at 7:30 P.M. We always meet the 2nd Monday in February, May, August and November.

The Speaker will be Dr. Clarence Willie. His program will be about the first black marines.

At the August, 2009 meeting there was discussion about collecting documents such as family stories, old maps, family trees and old photographs. Bring your ideas to the meeting for further discussion.

Brunswick Town/Ft. Anderson State Historic Site will host a Colonial Christmas Open House on December 5, 2009 from 1-4 p.m.

The February, 2009 issue of the NEWSLETTER began the 49th Volume. Volume I, Number 1 was printed September, 1961. A complete set of the Newsletter from September, 1961 to November, 2008 can be found in the Wilson Library at UNC-Chapel Hill, NC and at the New Hanover County Public Library North Carolina Room in Wilmington, NC. There were no publications of Volume 17, # 3 & 4 (1977) and Volume 18, # 1 (1978).

BCHS Website.....Have you visited our website??? Go to www.bchs1764.org and check it out!!

Society Officers 2009-2010

President: Glenn Kye

Vice- President: James Green

Secretary: Annette Phelps

Treasurer: Sandra Ward

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Newsletter Editor: Gwen Causey

MISSION STATEMENT: To collect, preserve, study, evaluate and publicize the history of Brunswick County, NC. To devote meetings to presentation of materials about Brunswick County and the Lower Cape Fear through lectures, slides, and discussion. To publish a newsletter which contains news of the Society's activities, research papers and articles that pertain to genealogy.

ESTONIAN IMMIGRANT RECALLS JOURNEY TO FREEDOM

The State Port Pilot, Southport, NC
Wednesday, January 2, 2008

Written by: Lee Hinnant, News Editor

When August Kuigre stepped onto a 40-foot fishing boat with 14 other refugees 59 years ago, he had little idea what he's find across the Atlantic Ocean. In his heart and mind, however, he felt it had to be better than the misery and vicious repression gripping his homeland of Estonia.

World War II brought 90,000 German soldiers into the small, northern European nation, including some who pressed Kuigre, his neighbors and fellow Estonians into armed service.

If the war was bad, what passed for peace was worse, when Soviet occupiers replaced German troops and toppled every public institution and symbol of independent Estonia and replaced them with the communist icons of the Kremlin.

When the Nazi army withdrew during the waning days, Kuigre slipped away, stole a German tugboat, and fled across the Baltic Sea to Sweden. There, he eventually joined a like-minded group of expatriates willing to risk all for a chance at freedom.

Now 84 years old and a retired master boat-builder, Kuigre joined ten other men and four women in 1948 aboard the *Roland*, a single-mast wooden fishing boat. The refugees pooled all they had to stock the craft with water and canned goods and hire a captain they found through a classified ad in a Swedish newspaper.

Shortly after embarking, they hit a bad storm, Kuigre recalled. "We had some rough days below deck," he said. "We spent three weeks outside sight of land."

Equipped with a sextant, a compass and charts, the refugees spent seven weeks at sea. The captain had once served as a mate on a trip from Europe to Wilmington, and was confident he could repeat the voyage.

On August 17, 1948, Southport charter captain Hulan Watts spotted an odd-looking boat while fishing with a party off Frying Pan Shoals. Unlike domestic fishing boats, the craft had a small pilothouse near the stern. Even stranger, the unidentified boat hoisted the blue, black and white bars of the flag of Estonia after nearing Frying Pan Lightship. At that time, the red flag of the USSR was the only one officially seen in Estonia.

The voyage of the *Roland* ended at the foot of Lord Street in Southport, which the captain had mistaken for Wilmington. Kuigre said news accounts at the time incorrectly described the party as "nearly starved." "We still had some canned goods and we could have gone another two weeks."

The adventure did not end in Brunswick County, however. After the Coast Guard turned over the Estonians to federal authorities, they were held at Ellis Island, NY for nearly three months. It was the early days of the Cold War and government officials feared the refugees might be Soviet spies.

A Lutheran relief agency negotiated the release of the refugees, some of whom moved to Texas. Kuigre settled at Supply, and worked on shrimp boats for many years and also constructed fishing boats.

FRANDA AND THE FERRY

By: Franda Pedlow

When I first saw Holden Beach in 1945, there was a two-car, part-time ferry to take you across the Intracoastal Waterway. To me the ferry looked like an old raft. There were ramps on both ends, railings on the sides, a small three-sided shelter for an old car engine, and a ferryman dressed in bib overalls. A ramp led down into the waterway just past John Herbert Holden's general store and another on the beach side.

The ferry traveled along a heavy steel cable that had to be lowered to the bottom of the "river," as many called the waterway, every time a boat approached. That meant it had to be raised again, and it was a hard job. The cable was wound around a winch that for years was turned by hand. The cable could be lowered from either side of the waterway, but ferrymen had to be vigilant in watching for boats.

The crossing took about 10 minutes from the time the cars were driven onboard until the ferry was secured to the pilings on the other side. Then the ferrymen sometimes had to sprint for the winch to release the cable. Luckily it sank quickly.

The ferry dock had fenders built of large creosoted pilings sunk deep into the edges of the waterway and then faced with planks. On top there were red lanterns that could be seen for half a mile. Every night, whatever the weather, they had to be filled with kerosene and lighted with matches.

There had been a one-car ferry in the 1920's that had to be operated completely by hand. Jesse and Harvey Kirby were brothers who worked on it.

Wynston McDonald, a ferryman from the later 1940s, told me about some of his experiences. He said, "Do you remember the little house about so big that was on the ferry? That was all the shade or protection we had from the weather. I've stood there with it raining, lightning, snowing—all kinds of weather. I remember one night in 1948 it come on an awful sleet and storm night. I had to work through until 11 that night. Standing there on the ferry, I could listen to the pine tree limbs popping. With the cold and the weight of the sleet, they would break with a sound like a gun going off."

There were times when the tide would run so strong that it would pull the cable from the winch. Once when that happened, Wynston said, "Mr. Ed Caison came after me with his shrimp boat as the ferry drifted past the pilings. Then I'd have to get the word to Shallotte to send someone to fish the cable out and wrap it back around the winch."

"The local folks ran me crazy," Wynston said. "They had those fish houses on both sides of the waterway. When they'd get through heading shrimp, those women would cross to the other side. Then they'd visit back and forth, and you couldn't get no rest, not to save your life! The shrimp boats were also a problem. John Goodman had his shrimp house on the east side of the ferry, and Mr. Lucian had his on the west side. Sometimes we were there by 4 a.m., loaded up to take people to the fisheries. Them jokers would be ready 'bout the time we'd get there, and we'd have to lower the cable to let them out. First thing you know, there'd come some of them back. They'd want to go somewhere else."

About 1950 another old engine was brought to raise the cable. By then traffic had increased, and waiting in line for the ferry was sometimes hours on the weekends.

Waterfront Of Past Still On View Today

Across the Cape Fear from Wilmington sit more than 30 wrecks—and valuable land

"Star-News", Wilmington, NC November 25, 2007

By: Gareth McGrath, Staff Writer

The thick muck, exposed at low tide, held the remnants of the iron-hulled tug boat *Argonauta* like a possessive mother.

But the boggy embrace wasn't necessarily a bad thing, said Richard Lawrence, head of the state's Underwater Archaeology Branch based at Fort Fisher.

"How often do you have a structure this size and this well-preserved that dates back to 1876?" he said, pausing in ankle-deep mud to analyze the old tug's boiler as surprised fiddler crabs wondered who had invaded their swampy world.

When visitors to Wilmington's teeming riverfront look across the Cape Fear River at Eagles Island, they see the rotting hulk of the tug *Isco* and some assorted timbers sticking out of the marshes.

But archaeologists and historians see something else: a living "historical viewscape" of the working waterfront that for centuries drove Wilmington's economy.

From barges to steamships, more than 30 wrecks and remnants of dockyards line the Eagles Island shoreline between the Battleship North Carolina and the Cape Fear Memorial Bridge.

"The graveyard on Eagles Island directly reflects the development of Wilmington as a port town," said Sami Seeb, who did her graduate thesis on the island's wrecks while a student at East Carolina University. "The history of the town is encapsulated on that island."

In the mid-1980s the wrecks and other nautical remnants on the island were added to Wilmington's National Register of Historic Places. That designation, however, doesn't guarantee that the nautical artifacts will remain undisturbed, or that they even have to be preserved.

So how did dozens of vessels end up on Eagles Island in the first place? Largely, it was a matter of economics.

"Getting rid of a vessel is always difficult because you just can't take it to a junkyard," Lawrence said, carefully stepping over and around the wooden remnants of a barge, one of nearly two dozen unnamed barges and skiffs along the island's marshy shoreline.

So probably for as long as the Port City has been a port, the land across from downtown has been used to store, scrap and sometimes salvage vessels when the economics made sense.

Squishing along the shoreline at low tide, ducking and weaving to avoid clumps of spartina grass, Lawrence said many different shipping eras can be found sticking out of the muck.

There's the 19th-century *Argonauta*, the only known metal-hulled vessel abandoned on Eagles Island. Nearby, timbers from the tugboat *Minnesota* extend out like a whale's rib cage. A few sloshy steps away, the remnants of the stern-paddle wheeler *H. G. Wright* emerge from the wetlands. The snag boat's machinery was removed in the 1980s and is now on display at the Cape Fear Museum.

Not all of the island's maritime history is wallowing in the mud. Amid the encroaching wetlands are remnants of several old boatyards, which used railways to pull vessels out of the water for salvage or refurbishing.

Perhaps the most colorful history among Eagles Island's wrecks belongs to the 120-footlong steamer, *Waccamaw*, originally known as the *Nuestra Senora de Regla*. Built in New York City in 1861 to ply the placid waters around Cuba, the side-wheeler steamer never made it to the Caribbean. Instead, the boat ran into trouble off the South Carolina coast during its maiden voyage and was eventually commandeered by the Union. Turned into a federal gunboat, the renamed *Commodore Hull* was active in several Civil War skirmishes around Albermarle Sound. The steamer then returned to civilian life after the war, had another name change, and began plying the Cape Fear River and its tributaries as a passenger and freight carrier. Today what's left of the *Waccamaw* isn't very visible—at least above the waterline. Once a fixture along the Wilmington waterfront, the abandoned steamer burned to the waterline in 1886. "But there's a good lot left down in the mud, so that would be pretty well preserved," Lawrence said.

There are 66 known shipwrecks between the Memorial Bridge and Hilton Railroad Bridge, with almost all of the visible ones along Eagles Island. Lawrence said he knows some people might view the mass of rotting timbers and rusted hulls as an eyesore. To him, they represent a physical link to Wilmington's long and rich maritime history.

Eagles Island Wrecks

Argonauta: Built in 1876, the tugboat is the only known iron-hulled vessel abandoned on Eagles Island.

Minnesota: Fishing vessel later turned into a tugboat. The wooden vessel was built in 1910 and first abandoned about 1934.

H. G. Wright: Built in 1882, the engine and paddle wheel of the 102-foot-long snag boat is now on display at the Cape Fear River.

Isco: Best-preserved wreck on Eagles Island. Long thought to be the 'Captain Tuck' or the 'Iscoe.' The wooden tugboat was abandoned in the 1960s.

Waccamaw: Built in 1861 to work around Cuba, the ferryboat was commandeered by the Union during the Civil War and turned into a gunboat.

WHAT WAS THE USS BELVILLE?

BY: Ben Steelman, Wilmington Star-News, September 22, 2009

A rusty barge mired in the Brunswick River, once visible to the north from US 74/76 between Leland and Wilmington, the "USS Belville" was a landmark of sorts for close to 30 years. It finally sank from view in 1995 and still rests on the river bottom, according to Richard Lawrence of the N.C. Underwater Archaeology Branch at Fort Fisher.

A steel barge, 185 feet long with a 34-foot beam, the vessel began life as the Harry J. Sheridan, built in 1907 at Port Richmond, N.Y.

It was towed to the Brunswick River and essentially run aground on the riverbank in 1961, after having sunk and been raised from the harbor in Norfolk, Va.

Over time, it became a target for local graffiti artists; the names "Amy," "Tony" and "Down South Junkie" were visible at one time or another.

Sometime after the town of Belville was incorporated in 1977, somebody climbed aboard, marked our "Harry J. Sheridan" and painted in "USS Belville"—obviously a tongue-in-cheek reference both to the Battleship North Carolina Memorial and to Belville's relative size.

In 1983, a local band called the Ravens carried a power generator aboard and gave a free concert, for three hours or so, from the Belville's deck to an impromptu crowd ashore.

In 1989, the incorporation of Leland left the derelict technically within Leland town limits. Not long afterwards, another wag climbed aboard, crossed out the "USS Belville" and painted "USS Leland" in its place.

A heavy storm in 1993 dislodged the Belville/Leland from the riverbank and sank most of the vessel. Part of the old barge remained visible above water until the autumn of 1995, when erosion and internal leakage left only a tip above the surface. It disappeared soon after that.

Spokesmen for the Corps of Engineers said the barge could not be moved, since it was not in a navigable waterway and two nearby low-lying bridges made it impossible to tow away. At least a few commuters sincerely missed it.

EDWARDS CEMETERY

Corner of Cox and Alligator Roads, Ash, NC

December 5, 2007

Nuley G. Edwards
October 1, 1912
May 31, 1970

Ada McKeithan Edwards
December 11, 1916
May 26, 2002

Note: Tombstone has a picture of her on it.

Nuley Wayne Edwards
November 6, 1962
December 1, 2007

John Simmons and wife, Mary Wingate Simmons were in the Lower Cape Fear area that would later become Brunswick County as early as 1733. On Moseley's map of that year, a Simmons Ferry is shown operating on the Shallotte River. By going to the Court Minutes of New Hanover County for that time period, we are able to identify the operators of that ferry as John and Mary Wingate Simmons. In the March 1737 notes, Mary Simmons petitioned the court to keep the ferry. Again in the September 1741 court minute notes, we learn that John Simmons was the ferry keeper.

Sabbath Home Baptist Church Graveyard

Author: [Brian Kirby](#)

Date: 9 Dec 2001 11:41 PM GMT

Surnames: Babson, Bellamy, Benton, Caison, Cheers, Corbett, Danford, Fulford, Galloway, Gray, Hewett, Holden, Lancaster, Ludlum, Matthews, Phelps, Reeves, Reynolds, Robinson, Simmons, Varnam

Classification: Query

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Sabbath Home Baptist Church

Brunswick Co. NC

WGS84 GPS 33d 55m 50.6s North 078m 16d 05.7s West

Sep 2001

Bertis E. Babson b. Dec 29, 1933 wife Edith F

Iona Hewett Bellamy b. Sep 14, 1916 d. Aug 20, 1990 husband Norman Curtis Bellamy

Palmer A. Bellamy b. Aug 1, 1925 d. Jun 17, 1978 wife Earline M.

Raymond E. Bellamy b. Dec 2, 1894 d. Apr 30, 1991 wife Rosie P. b. Nov 16, 1899 d. Apr 20, 1993

Mayzell C. Benton b. May 24, 1928 d. Apr 28, 1990 husband Henry H. Benton b. Aug 29, 1938 d. Jul 6, 1990

Alton G. Caison b. Jan 23, 1956

Bennie M Caison b. Apr 29, 1936 d. Apr 22, 1977 wife Myrna L. b. Jul 19, 1940

their children Keith & Ken

Chinnis S. Caison b. Jun 28, 1880 d. Jul 23, 1952 wife Doshier B. b. Jun 27, 1881 d. Jun 28, 1967

Earl Caison b. Dec 15, 1922 d. Aug 25, 1925

Ethel Irene Caison b. 1904 d. 1998 James E. Caison b. Apr 2, 1930 wife Pearline M. b. Nov 26, 1930 d. Apr 16, 2001

Infant dau of Samuel & Susie Caison Sep 1942

James Caison b. Jun 14, 1897 d. Dec 17, 1969 PVT 50th Company 20 Engineers WW1 Vet

John H. Caison b. Sep 12, 1912 d. May 19, 1964 wife Gladys R.

Julia F. Caison b. 1863 d. 1942 husband James T. B. 1858 d. 1931

John Hillery Caison b. 1895 d. 1984 PVT US Army WW1 Vet

Rudolph Caison b. Oct 31, 1932 d. Jun 27, 1971

Samuel N. Caison b. Aug 5, 1907 d. Sep 15, 1969 wife Susie M. married May 8, 1942

Sidney S. Caison b. Dec 18, 1904 d. Jul 2, 1966 wife Curtie M. b. Dec 6, 1913

Steve Ray Caison b. May 3, 1946 d. Jun 17, 1974

Terry R. Caison b. May 15, 1958 d. Jun 30, 1977

Tonja Leigh Caison b. Sep 13, 1961 d. Aug 6, 1988

Troy A. Caison b. Dec 9, 1892 d. Oct 24, 1965 wife Annie P. b. Aug 6, 1896 d. Feb 14, 1966

Wilbur Caison b. Mar 18, 1918 d. Jan 15, 1994 GM3 US Navy WW2 Vet wife Agnes M. Nov 19, 1921

Gregory Lynn Cheers b. Aug 14, 1958 d. Nov 27, 1996

Jesse J. Cheers b. Sep 3, 1899 d. Sep 24, 1974 wife Ethel F. b. Dec 9, 1911 d. Nov 18, 1981

Lisa M Cheers Dec 6, 1965

Lula Anna Fulford Corbett b. Nov 8, 1919 d. Apr 21, 1972

Malcom Earl Danford b. Nov 26, 1967 d. Apr 23, 1993

Megan Leigh Danford 1989

Travis Eugene Danford b. Mar 27, 1927 d. Nov 20, 1987 S1 US Navy WW2 Vet wife

Louise H. b. 1931

Anzie Fulford b. Mar 5, 1835 d. Apr 19, 1929 wife of Isaiah Fulford
Baby Fulford Sep 27, 1934
Baby Fulford Oct 2, 1936
Beatrice dau of J. L. & R. J. Fulford b. Aug 1898 d. Oct 1929
Jesse R. son of J. L. & R. J. Fulford
Benjamin G. Fulford b. Dec 22, 1905 d. Apr 7, 1979 wife Armatha H. b. Jun 12, 1911 d.
Jan 24, 1981
Crawford M Fulford b. Aug 2, 1901 d. Aug 22, 1987 wife Hazel L. b. Feb 3, 191? d. Oct 7,
198?
D. Newman Fulford b. Dec 9, 1898 d. May 3, 1980 wife Retha L. Fulford b. Oct 27, 1922 d.
Jun 7, 1987
Danny Bernice Fulford b. Oct 4, 1934 d. Jul 1, 1995 wife Doris Lee King b. Aug 24, 1936
d. Jul 18, 1987
David Eunice Fulford Sr b. Jun 18, 1911 d. May 31, 1992 wife Ethel R. b. Oct 19, 1915 d.
Apr 16, 1990
Dewey A. Fulford b. Jul 5, 1900 d. Aug 16, 1987 wife Lizzie J. b. Aug 18, 1903 d. May 4,
1952
Edna L. Fulford b. Jul 23, 1898 d. Sep 14, 1937
Emerson S. Fulford b. Sep 22, 1898 d. Jun 24, 1980 wife Erline L. b. Nov 11, 1909 d. Dec
31, 1972
George I. Fulford b. Mar 4, 1904 d. Jul 13, 1945
Hannah J. Fulford b. Nov 22, 1860 d. Jan 31, 1938 husband Samuel F. b. May 8, 1860 d.
Oct 26, 1928
Henry R. Fulford b. Sep 3, 1913 d. Jun 28, 1995 wife Lillian H. b. Sep 10, 1918 d. Dec 28,
1999
Herbert R. Fulford b. Feb 3, 1909 d. Feb 23, 1985
Herman Dan Fulford b. Sep 28, 1892 d. Mar 24, 1977 PVT US Army WW2 Vet wife Lovie
Jane b. Feb 1, 1898 d. May 31, 1992
Ina Lee Fulford b. Sep 24, 1931 husband Jabie Kindwood Fulford b. Aug 28, 1923 d. Feb
17, 1996 m. Sep 24, 1949 PFC US Army WW2 Vet
Inez Simmons Fulford b. Apr 22, 1943 d. Dec 3, 1975
James Leon Fulford b. Sep 9, 1923 d. Oct 22, 1990 wife Ina Belle b. Jun 19, 1924
their children Mary, Ronnie, Alice, Martha
John Goodman Fulford b. Apr 6, 1916 d. Feb 8, 1991 wife Jettie Mae Phelps b. Dec 28,
1949 d. May 29, 1998
John Lovie Fulford b. Feb 16, 1886 d. Mar 31, 1961 wife Rebecca Jane b. Apr 28, 1888 d.
Sep 19, 1965
Joyce Lynda Fulford b. Sep 4, 1938 d. Jun 24, 1995 husband Willie Curtis Fulford
Junior A. Fulford b. Nov 9, 1928 d. Sep 3, 1990 wife Juanita G. b. Sept 16, 1933
Lawrenci W. Fulford b. Dec 19, 1907 d. Jan 31, 1979 wife Ruth Mae b. Jul 23, 1916 d. Jan
26, 1988
Lillie H. Fulford b. Dec 5, 1899 d. Sep 17, 1988
Linden H. Fulford b. 1926 d. 1938
Lizzie J. Fulford b. Jan 7, 1901 d. Nov 18, 1936
Lucian I. Fulford b. Jan 20, 1902 d. Aug 16, 1960
Mary Beatrice Fulford b. Feb 7, 1917 d. Feb 22, 2000
Mary E. Fulford b. Mar 31, 1880 d. Aug 4, 1961 husband Isaiah D. Fulford b. Dec 3, 1871
d. Feb 23, 1964

Mary Lillian Fulford b. Jul 30, 1925 d. Aug 14, 1982 husband Ellis Taft Fulford b. Sept 18, 1909 d. Nov 30, 1998
Marvin E. Fulford b. Oct 23, 1932 d. Sep 24, 1988
Oscar T. Fulford b. Sep 5, 1894 d. Nov 16, 1966
Robert L. Fulford b. 1854 d. Dec 1936 wife Gennetta b. 1866 d. Sep 14, 1940
Samuel D. Fulford b. Aug 26, 1903 d. Mar ???? wife Mattie J. b. Jul 17, 1907 d. Feb 27, 1986
Samuel G. Fulford b. Oct 4, 1894 d. May 8, 1966 Pvt Company C 119 Infantry WW1 Vet
William Gordon Fulford b. Oct 14, 1914 d. Aug 7, 1987
Aettie Long Fulford b. Oct 5, 1930 d. May 14, 1996 husband L. Cecil
William "Bill" Fulford b. Aug 15, 1882 d. Apr 29, 1933 wife Janie Roena H. Fulford b. Aug 20, 1903 d. Jun 4, 1992
Everette Lee Galloway b. 1910 d. 1962
Daniel ? Gray b. Nov 5, 1906 d. Jun 16, 1907
Mrs. Ella Gray b. Feb 18, 1862 d. Feb 24, 1938
Felicia Mia Gray b. Sep 18, 1965 d. Aug 22, 1974
George Chinnis Gray b. Oct 24, 1878 d. Jan 26, 1958 wife Celia Blanche b. Mar 1, 1883 d. ec 23, 1963
George W. Gray b. Mar 20, 1844 d. Nov 30, 1907
Henry B. Gray b. May 12, 1888 d. Nov 16, 1958
Timothy F. Gray b. Dec 5, 1958 d. Dec 29, 1980 son of Thomas F & Elizabeth F. Gray
William R. Gray b. Dec 27, 1893 d. July 22, 1903
Callie Hewett b. Sep 18, 1885 d. May 15, 1951 *w/o John Lupton Hewett*
J. Delmas Hewett b. Oct 10, 1910 d. Jan 9, 1972
Jessie Calvin Hewett b. Jan 3, 1918 D. Apr 7, 1997
L. Walker Hewett b. Sep 7, 1917 d. Dec 25, 1987 wife Viola F. B. Oct 19, 1919
Lura E. Hewett b. Apr 4, 1904 d. Nov 7, 1999
Mildred J Hewett b. May 2, 1932 husband Rudy b. Mar 26, 1927 d. Jun 5, 2001
Bert A. Holden b. 1914 d. 1915 son of John A & Mag
Caral A Holden b. Apr 1940 d. Oct 1940 dau of J. J. Holden
E. A. Holden b. 1852 d. 1926 wife of W. L. Holden
Elveda Holden b. Feb 10, 1905 d. Aug 30, 1951
Mag F. Holden b. 1878 d. 1922 wife to J. J. Holden
John T. Holden b. Feb 29, 1884 d. May 7, 1962
Jesse L. Lancaster b. Oct 19, 1863 d. Mar 21, 1956
John W. Lancaster Jr b. Jan 10, 1921 d. Dec 11, 1989 GMCC US Navy WW2 Vet
John W. Lancaster Sr b. Oct 3, 1895 d. Jul 3, 1988 PVT US Army WW2 Vet
Oran T. Lancaster b. Sep 1, 1898 d. Aug 18, 1937 wife of John W. Lancaster
Richard Leon Lancaster b. Feb 5, 1973 d. Jul 6, 1988 son of Eugene & Gale
Susie C. Lancaster b. May 25, 1917 d. Oct 10, 1992
Sydney Brooke Lancaster b. Feb 28, 1979 d. Jan 20, 1992
Josie Lancaster Langford b. May 16, 1899 d. Apr 15, 1950
Victoria wife of J. L. Lancaster b. ??? 26, 1866 d. Feb 24, 1931
Hurtis A. Ludlum b. Dec 30, 1932 d. Mar 7, 1986 wife E. Beatrice b. Mar 10, 1941
Lorraine F. Matthews b. Dec 28, 1939 d. Oct 20, 1997
Joe Sherwin Reeves b. Oct 6, 1956 d. Feb 6, 1987
Paul M. Reeves b. June 1, 1916 d. Jan 29, 1988 wife Evyleene B. b. Oct 5, 1921 d. Mar 12, 1995 m. Dec 19, 1942

William Harold Reynolds b. Sep 7, 1933 d. Apr 15, 1970
 Jennings C. Robinson b. Nov 12, 1916 d. Apr 30, 1995 wife Alene F. b. Sep 2, 1925 d. Aug 13, 1988
 Herbert L. Robinson b. Oct 19, 1919 d. Dec 3, 1986 PVT US Armu WW2 Vet wife Etha M. Infant dau of Herbert & Etha Mae Robinson Jul 16, 1942
 Linda Fulford Robinson b. Jul 29, 1951 d. Oct 25, 1998
 Rudolph Simmons b. May 18, 1927 d. Apr 8, 2000 TEC 4 US Army WW2 Vet wife Mary F.
 Addie L. Varnam b. Mar 17, 1920 d. May 28, 1988 husband Clyde b. Feb 1, 1913 m. Oct 18, 1936
 Hoyle D. Varnum b. Sep 18, 1911 d. Dec 26, 1993 wife Lela F. m. Aug 2, 1936
 Lena Ann Varnam b. Jan 9, 1938 d. Jul 5, 1938
 Norlee Varnum b. Nov 20, 1920 d. May 24, 1992 wife Doris P. m. Dec 20, 1944

Will of Edward Wingate Sr. of date 1758 recorded in Craven Co. SC lists heirs with roots in several southeastern NC counties: Bladen, Brunswick, and Columbus. In his will, Edward Wingate Sr. does not name his wife by name but from sundry other sources, she can be identified as Ann Blount. Son John Wingate is given "one shilling and no more." Son Edward Wingate Jr. married Sarah _____. Edward Wingate Jr.'s son Edward Wingate is also mentioned. Daughter Sarah Wingate Bell, the wife of James Bell (my line of descent is through their daughter Sarah Bell who married John Galloway). Also leaves grandsons Samuel Bell and James Bell land at Lockwood Folly. Daughter Mary Simmons (spelled Symmonds) wife of John Simmons. Daughter Ann Hickman, wife of John Hickman. Mentions land at Lockwood Folly to grandsons John Hickman and Edward Hickman.

Brunswick Count Deed Bk A Page 144 of date 1772, gives the children of Edward Wingate Jr: Arthur Council Wingate, Walter Wingate, William Wingate, Joseph Wingate, and daughter, Sarah Wingate. Wife is not mentioned.

Ivey Cemetery

Located on Hwy 904 near J. I. Jenrette Farm

March 21, 1969

Benjamin Ivey	in 1808 married
Died April 5, 1853	Delila Hines
Aged 69 yrs. 5 mos. 10 days	Died October 7, 1856
	Age 85 years

Later Donald Jenrette gave the following addition:

Margaret Jenrette
 She was about 10 or 11 years and was killed in a hunting accident by her brother.

ROSE HILL CEMETERY PROJECT

The project at the Rose Hill Cemetery, Wilmington, NC has been a challenge in graves and in genealogy. Quince family descendants have been interested in the cemetery for years and kept research notes to fill in details of the Quince genealogy. J. S. Lyell in 1940 recorded the following graves in the cemetery:

William Sorenzo Hasell

Elizabeth Moore Davis, wife of Frederick Davis

Jane Davis Quince, daughter of Parker Quince & Jane Hill

Jane Quince, wife of Parker Quince, daughter of Dr. Nathaniel Moore Hill

Josephine Davis Quince, daughter of Parker Quince & Jane Hill

Nathaniel Hill Davis

Sarah Julia Quince, daughter of Parker Quince & Jane Hill

Lieutenant Richard Quince, son of Parker Quince & Jane Hill

J. Q....Richard & Elizabeth Moore Quince had a son John born 1807, died young (could possibly be him)

Other graves found by research show that a broken stone is probably Elizabeth M. Davis, daughter of Parker Quince , who "died near Wilmington at the residence of her father, age 27." Records from St. James Episcopal Church list that Sarah J. (Jennie) Quince Chaffin, (daughter of Parker Quince & Jane Hill); and Parker Quince, (son of Richard & Elizabeth Quince) are buried there.

Two other graves should be in the Rose Hill Cemetery, Richard Quince, who died in 1809 and Elizabeth Moore Quince who died in 1835 lived at the plantation and the newspaper of the time said Elizabeth died at Rose Hill.

Genealogy is a fun puzzle. If you are working on your family genealogy, be sure to check the Lower Cape Fear Historical Society Archives. They have listings of many local cemeteries as well as hundreds of family files.

EXCAVATION OF THE RUINS AT THE DESERTED TOWN OF BRUNSWICK

November 1, 1958

Excavation of the ruins at the deserted Town of Brunswick was well underway and the Colonial site was starting to give up its secrets as archaeologists were finding many items used by the town's inhabitants. Over the summer building foundations were unearthed. The first house to undergo major excavation was the structure owned in 1733 by Nath Moore. The foundation of the Moore house was made of stones likely used as ballasts and unloaded from ships at the Brunswick port, as was a common practice. The mortar was made from burned seashells, which produced lime, making an effective cement. Some of the items recovered so far had been sewing pins, thimbles, buttons, scissors, rum bottles, gin bottles, wine glasses, horse tack and some coins. It is thought that the house was cleared out and then burned by the British during the Revolutionary War. Some people later returned to the town and the burned-out home site was likely used as a garbage dump, meaning the items found were not from the house's original residents but from later inhabitants of the town.